

Town of Whitestown Indiana

2017 Pavement Asset Management Plan



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Pavement Asset Management Plan

This Pavement Asset Management Plan satisfies the HB1001 State funding requirements. Asset management is defined as an ongoing process of maintaining, upgrading, and operating physical asset costs effectively, based on a continuous physical inventory and condition assessment. In June of 2017, The Town of Whitestown conducted an inventory and assessment of its streets. 68.48 miles of streets were evaluated. Breakdown of existing type of streets is as follows:

Asphalt Streets = 65.46 miles

Gravel Streets = 3.02 miles

A Town Map with an Alphabetical Pavement Asset Inventory Spreadsheet is included in Appendix 'A'.

Rating System Used

The nationally recognized Pavement Surface Evaluation and Rating (PASER) System was utilized in rating all the streets within the Town. This system rates any type of streetway based on pavement type. Asphalt, Concrete, Brick and Gravel surfaces each use a different PASER rating scale. See Appendix 'C' for the PASER Rating System for Asphalt and Gravel Streets.

For Asphalt Streets, the PASER System uses a scale from 1 to 10. A rating of 1 is very poor and from a rating standpoint requires reconstruction. A rating of 10 is excellent and represents a street that has just been paved. A street can only

receive a rating of 10 once. Streets are rated by identifying the worst distress. If the worst distress is limited to a single location, then this location is noted in the inventory as a spot improvement along with the cause of deterioration. The Asphalt PASER Data Collection Field Guide (see Appendix 'D'), was used as a reference when driving the streets. The rating process was broken down into steps as follows:

Step 1 – Is the pavement new?

- If recently constructed may receive a rating of 10 (one time).
- If new but over a year old may receive a rating of 9.
- If pavement has been sealed, the highest rating can be an 8.
- If chip and sealed rate the same as asphalt pavement.

Step 2 – Are there any structural distresses?

- Any rutting of ½" or greater?
- Any longitudinal cracking in the wheel paths (make sure not utility)?
- Any alligator cracking?
- If the answer to any of these is yes, then the rating will be a 4 or less. See PASER Field Guide.

Step 3 – Are there only age related distresses?

- Transverse cracking?
- Longitudinal cracking?
- Block cracking?
- Raveling, flushing, polishing, bleeding?
- Potholes and patches?
- Age related distresses will receive a rating between 5 and 8. See PASER Field Guide.

For Gravel Streets, the PASER System uses a scale from 1 to 5. A rating of 1 is very poor and from a rating standpoint requires reconstruction. A rating of 5 is excellent and represents a street in which little or no maintenance is required.

For gravel streets, the PASER rating sheets in Appendix 'C' were used for evaluating the surface and street condition.

Figure 1A shows the 2017 PASER Rating Analysis for the entire asphalt road network. Figure 1B shows the 2017 PASER Rating Analysis for the entire gravel road network. See Appendix 'A' for 2017 PASER Rating Map along with an Alphabetical Pavement Asset Inventory.

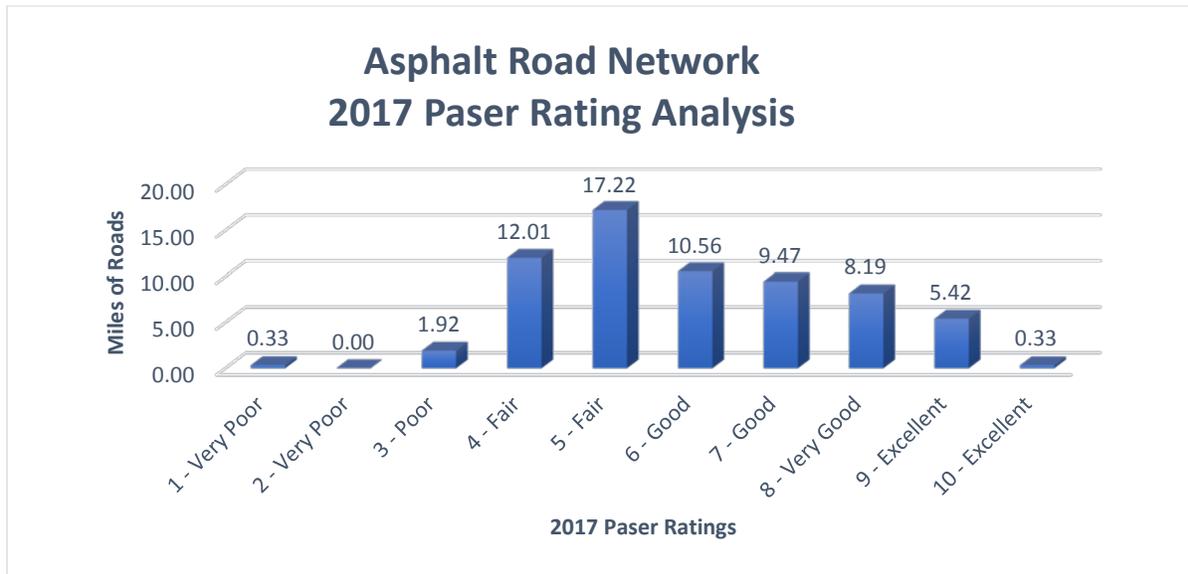


FIGURE 1A: Asphalt Road Network 2017 PASER Rating Analysis

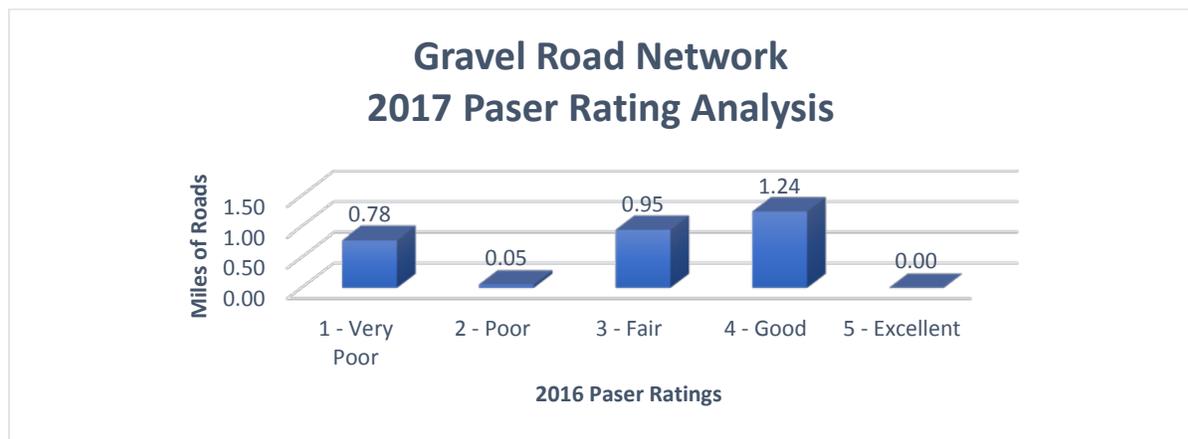


FIGURE 1B: Gravel Road Network 2017 PASER Rating Analysis

See Appendix 'A' for ratings of each individual road.

Process Used to Develop a Work Plan

Initial road data and county limits were obtained using ArcGIS. The road data was exported to an excel spreadsheet which included all county road names. Evaluation involved driving each road. Data was obtained for the road limits (from and to), road width, surface type and PASER rating. Road length was determined in GIS. Once the initial PASER rating was known, a treatment type and treatment year were assigned for each road. For asphalt roads, a rating of 4 is identified as the Critical Distress Point (CDP). The CDP is the point at which a road requires a structural treatment. A structural treatment would require a minimum of 2" of new pavement. Anything above the CDP (5 or greater) could require a preventative maintenance treatment. Figure 2A, shows the percentage of asphalt road network in relation to the CDP.

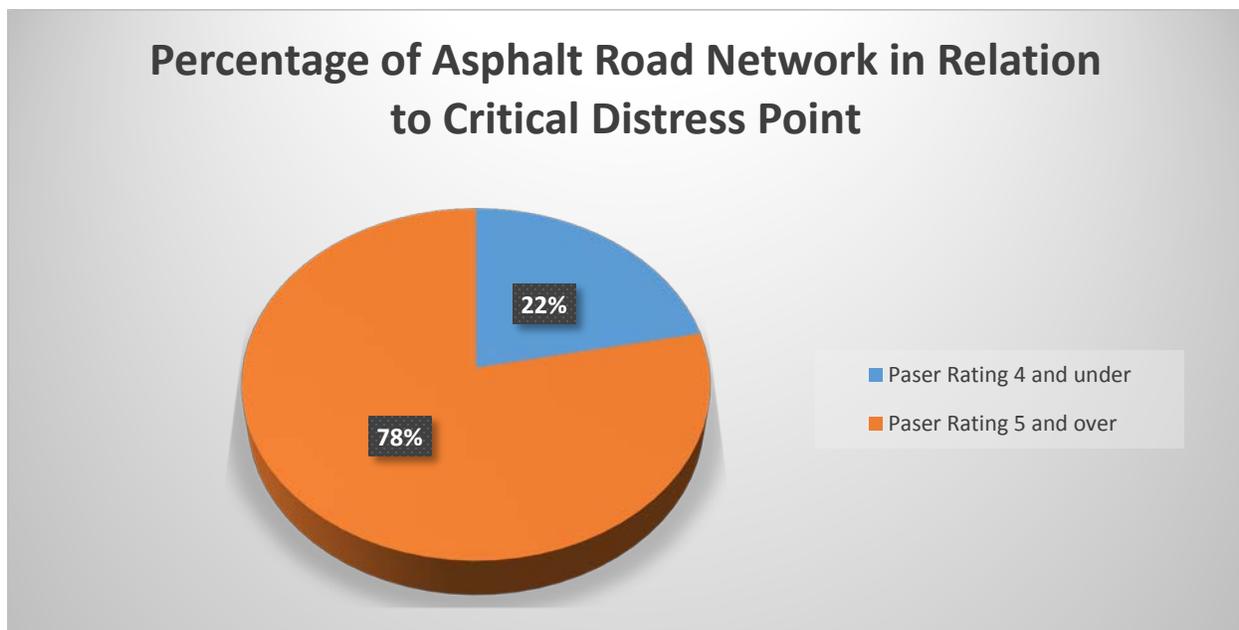


FIGURE 2A: Percentage of Asphalt Road Network in Relation to Critical Distress Point

Preventative maintenance treatments for asphalt surfaces are a cost effective way of getting extended service life from asphalt roads. Preventative treatments include crack seal, chip and seal, asphalt seal, microsurface or thin overlay. Structural treatments include an overlay greater than 2 inches with possible milling or patching depending on the severity of deterioration. For further

description and information on Preventative Maintenance Treatments, see Appendix 'E'.

Figure 2B shows the percentage of gravel roads rated poor or worse in comparison to those rated fair or better.

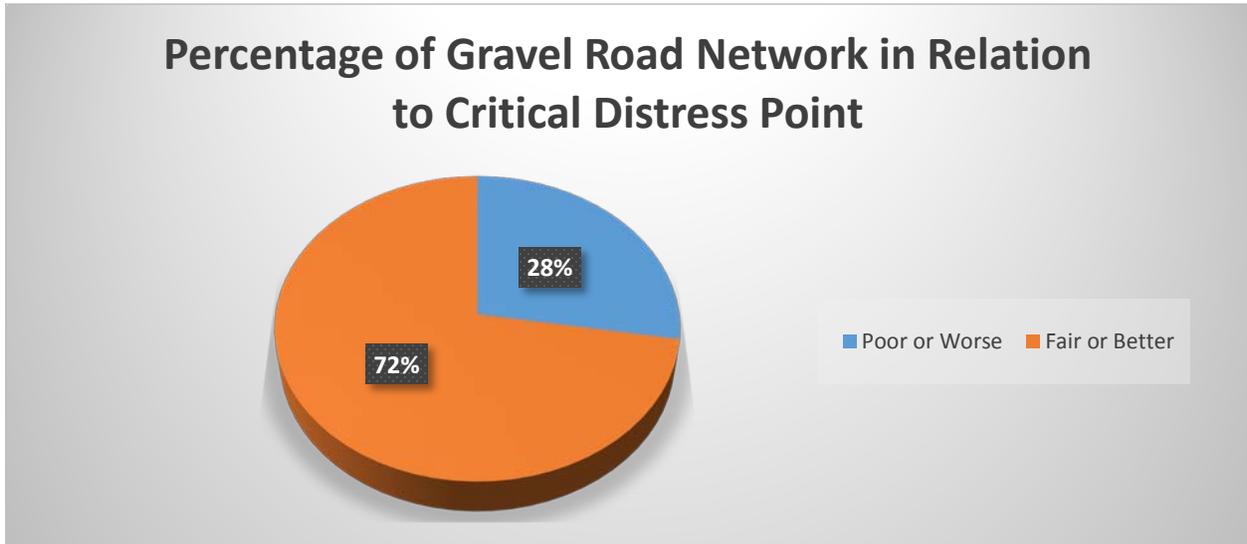


FIGURE 2B: Gravel Road Network Rating Comparison

For this assessment, treatment types for asphalt streets were assigned based on initial PASER ratings as follows:

2017 PASER Rating	Asphalt Surface Treatment Type
1	Reconstruct
2	>2" Overlay+Mill+Patch
3	>2" Overlay+Patching
4	>2" Overlay
5	Thin Overlay or Seal
6	Microsurface or Seal
7	Crack Seal
8	Crack Seal
9	Crack Seal
10	Nothing

Treatment types for gravel streets were assigned based on initial PASER ratings as follows:

2017 PASER Rating	Gravel Surface Treatment Type
1	Reconstruct
2	Gravel+Major Regrade
3	Spot Gravel+Minor Regrade
4	Routine Maintenance
5	Nothing

For specific treatment types for each street see Appendix ‘A’. Dollar amounts were developed for each treatment plan. A treatment plan with corresponding year was assigned. Priority were also given to some streets over others based upon knowledge and judgment of the Town. In general, the philosophy used is to first use preventative maintenance measures on asphalt streets before they reach the CDP (rating of 4). Any street with a rating of 5 would be given a high priority for treatment. The thin overlay treatment or surface sealer would extend the service life of the pavement without requiring a structural treatment. Any street rated a 7 was also given a higher priority. These streets should be able to be crack sealed thus extending any need for a thin overlay treatment or a surface sealer. Streets receiving 6 were programmed for thin overlay treatment or a surface sealer. Streets receiving a rating of 8 or 9 were programed in later years for crack seal. Streets just paved received a rating of 10 and weren’t programmed for treatment at this time. Any street rated a 4 or less was programmed for a structural treatment. Gravel street treatment years were assigned by Town priority. See Appendix ‘B’ for 2017 treatment map and 2017-2022 yearly treatment spreadsheets.

Monitoring Program and Plan for Making Updates and Adjustments

The Town does not have an existing Pavement Asset Management Plan. The plan is to reevaluate the streets in 2 years. By obtaining data that can be compared to previous evaluations we can confirm if we are getting the desired results and meeting our goals. We will also be able to continue to gain experience with the different structural and preventative maintenance treatments to determine life cycles and further refine our asset management plan and budget. It will also

allow us to identify and closely monitor asphalt streets with ratings at 5 or approaching 5 where preventative maintenance can be used to prevent a structural treatment effectively saving dollars.

Drainage and R.O.W. Conditions

All ditches, curb and gutter, pipes and inlets should be kept clean and operational to prevent standing water on the pavement surface. Earth shoulders should routinely be inspected to make sure that they aren't higher than the pavement surface and therefore causing the pavement surface to pond water. Earth shoulders that are higher than the pavement edges can be graded to promote proper pavement drainage. This will greatly reduce the chances of rapid deterioration of the asphalt pavements.

All maintenance work required to maintain good drainage will be done within the existing right of way. If spot improvement locations are identified requiring additional right of way, the Town will work with the property owner to complete the improvement.

Agency Performance Goals and Expected Level of Service for Pavements

Asset management is a systematic method for routinely collecting, storing, and retrieving the kind of decision-making information needed to make maximum use of limited maintenance and construction dollars. Through pavement management we apply the right fix at the right time in the right place. Preventative maintenance becomes a top priority. Rehabilitation is done when really needed and reconstruction only when absolutely necessary. Instead of applying a fix the worst streets first philosophy, we use a mix of fixes approach. Mix of fixes looks to maximize low cost fixes or preventative maintenance before the street requires rehabilitation or reconstruction.

The purpose of preventative maintenance is to continue to extend the service life of the asphalt street by using measures to keep the PASER rating at a 5 or higher. The goal for the Town would be to use this document and information as a tool to further improve upon the planning and budget amounts for our yearly paving and maintenance program. The statistics shown in Figures 1 and 2 show that we have room for improvement. This document and information can help us get better.

Our goal in the future is to or improve upon the percentage of asphalt streets above the Critical Distress Point. Over the next 6 years, asphalt streets rated a 4 or below will be considered for structural treatments. Streets rated a 5 or higher will be considered for preventative maintenance measures. We can also track the gravel streets. This pavement asset management plan will allow us to provide the right fix at the right time for the right street.

For 2017 treatment map and 2017-2022 spreadsheets, see Appendix 'B'.

Pavement Treatment Summary Table

YEAR	PASER RATING	TREATMENT USED	ESTIMATED COST PER MILE	ESTIMATED MILES	ESTIMATED COST
2017	7-10	Crack Seal	-	0.00	\$0
2017	5-6	Microsurface/Thin Overlay/Seal	-	0.00	\$0
2017	3-4	Overlay/Patching	\$340,487	4.65	\$1,583,265
2017	1-2	Reconstruct	-	0.00	\$0
2017		TOTAL COST			\$1,583,265
2018	7-10	Crack Seal	\$10,092	17.66	\$178,232
2018	5-6	Microsurface/Thin Overlay/Seal	\$58,644	10.56	\$619,279
2018	3-4	Overlay/Patching	-	1.09	\$108,382
2018	1-2	Reconstruct	-	0.00	\$0
2018		TOTAL COST			\$905,893
2019	7-10	Crack Seal	-	0.00	\$0
2019	5-6	Microsurface/Thin Overlay/Seal	-	0.00	\$0
2019	3-4	Overlay/Patching	\$112,984	8.33	\$941,157
2019	1-2	Reconstruct	-	0.00	\$0
2019		TOTAL COST			\$941,157
2020	7-10	Crack Seal	-	0.00	\$0
2020	5-6	Microsurface/Thin Overlay/Seal	\$82,593	9.70	\$801,155
2020	3-4	Overlay/Patching	\$125,223	1.23	\$154,024
2020	1-2	Reconstruct	-	0.00	\$0
2020		TOTAL COST			\$955,179
2021	7-10	Crack Seal	-	0.00	\$0
2021	5-6	Microsurface/Thin Overlay/Seal	\$123,231	7.53	\$927,928
2021	3-4	Overlay/Patching	-	0.00	\$0
2021	1-2	Reconstruct	-	0.00	\$0
2021		TOTAL COST			\$927,928
2022	7-10	Crack Seal	\$9,995	5.42	\$54,173
2022	5-6	Microsurface/Thin Overlay/Seal	-	0.00	\$0
2022	3-4	Overlay/Patching	\$150,425	1.92	\$288,816
2022	1-2	Reconstruct	\$207,724	0.33	\$68,549
2022		TOTAL COST		68.42	\$411,538
		TOTAL 6 YEAR PLAN COST			\$5,724,960

TABLE 1: Pavement Treatment Summary

Aggregate Treatment Summary Table

YEAR	PASER RATING	TREATMENT USED	ESTIMATED COST PER MILE	ESTIMATED MILES	ESTIMATED COST
2017	4-5	Routine Maintenance	-	0.00	\$0
2017	3	Spot Gravel + Minor Regrade	-	0.00	\$0
2017	2	Gravel + Major Regrade	-	0.00	\$0
2017	1	Reconstruct	-	0.00	\$0
2017		TOTAL COST			\$0
2018	4-5	Routine Maintenance	-	0.00	\$0
2018	3	Spot Gravel + Minor Regrade	-	0.00	\$0
2018	2	Gravel + Major Regrade	-	0.00	\$0
2018	1	Reconstruct	-	0.00	\$0
2018		TOTAL COST			\$0
2019	4-5	Routine Maintenance	-	0.00	\$0
2019	3	Spot Gravel + Minor Regrade	-	0.00	\$0
2019	2	Gravel + Major Regrade	-	0.00	\$0
2019	1	Reconstruct	-	0.00	\$0
2019		TOTAL COST			\$0
2020	4-5	Routine Maintenance	-	0.00	\$0
2020	3	Spot Gravel + Minor Regrade	-	0.00	\$0
2020	2	Gravel + Major Regrade	-	0.00	\$0
2020	1	Reconstruct	-	0.00	\$0
2020		TOTAL COST			\$0
2021	4-5	Routine Maintenance	-	0.00	\$0
2021	3	Spot Gravel + Minor Regrade	-	0.00	\$0
2021	2	Gravel + Major Regrade	\$89,740	0.05	\$4,487
2021	1	Reconstruct	-	0.00	\$0
2021		TOTAL COST			\$4,487
2022	4-5	Routine Maintenance	-	0.00	\$0
2022	3	Spot Gravel + Minor Regrade	-	0.00	\$0
2022	2	Gravel + Major Regrade	-	0.00	\$0
2022	1	Reconstruct	\$117,351	0.78	\$91,534
2022		TOTAL COST			\$91,534
		TOTAL 6 YEAR PLAN COST			\$96,021

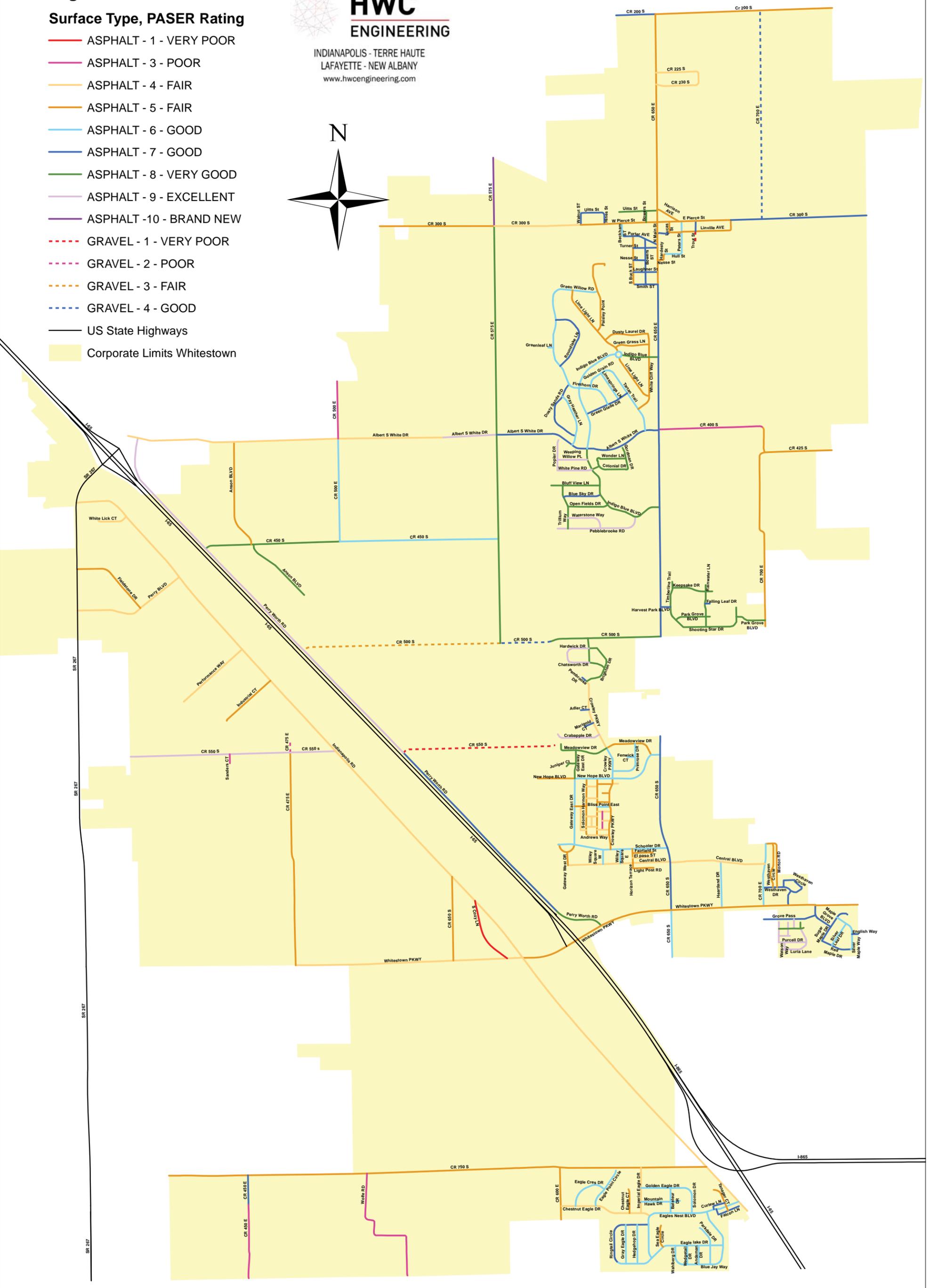
TABLE 2: Aggregate Treatment Summary

APPENDIX 'A'
2017 PASER RATING MAP
ALPHABETICAL PAVEMENT ASSET INVENTORY SPREADSHEETS

Legend

Surface Type, PASER Rating

- ASPHALT - 1 - VERY POOR
- ASPHALT - 3 - POOR
- ASPHALT - 4 - FAIR
- ASPHALT - 5 - FAIR
- ASPHALT - 6 - GOOD
- ASPHALT - 7 - GOOD
- ASPHALT - 8 - VERY GOOD
- ASPHALT - 9 - EXCELLENT
- ASPHALT - 10 - BRAND NEW
- - - GRAVEL - 1 - VERY POOR
- - - GRAVEL - 2 - POOR
- - - GRAVEL - 3 - FAIR
- - - GRAVEL - 4 - GOOD
- US State Highways
- Corporate Limits Whitestown



Town of Whitestown - 2017 PASER Ratings

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments		
Adler CT	Crowley PKWY	Dead End Street	210	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	561	\$375	\$0	\$375	\$0	\$0	\$0	\$0	\$0		
Albert S White DR	I-65	CR 500 E	7,998	48	4	Asphalt	4	2017	Local Street	1.5" mill and Fill	2017	\$ 14.15	56689	\$802,328	\$802,328	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.5" mill and fill
Albert S White DR	CR 575 E	Gray Heather LN	1,990	48	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	10615	\$7,107	\$0	\$7,107	\$0	\$0	\$0	\$0	\$0	\$0	Two, 24 foot lanes
Albert S White DR	CR 650 E	Gray Heather LN	2,362	32	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	8398	\$5,623	\$0	\$5,623	\$0	\$0	\$0	\$0	\$0	\$0	Road narrows at beginning of housing edition
Albert S White DR	CR 500 E	CR 575 E	1,347	48	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	7184	\$5,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,413	Divided 24 foot lanes; newer construction from exiting connecting the road
Aldridge DR	New Hope BLVD	Andrews Way	1,433	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	3820	\$22,960	\$0	\$0	\$0	\$0	\$22,960	\$0	\$0	\$0	
Andaman DR	Blue Jay Way	Eagle Lake DR	480	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1280	\$5,275	\$0	\$5,275	\$0	\$0	\$0	\$0	\$0	\$0	
Anderson DR	Dead End Street	Mottelson DR	633	20	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1406	\$941	\$0	\$941	\$0	\$0	\$0	\$0	\$0	\$0	
Andrews Way	Solomon Harmon Way	Crowley PKWY	545	24	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	1455	\$12,346	\$0	\$0	\$12,346	\$0	\$0	\$0	\$0	\$0	
Anson BLVD	CR 450 S	Dead End Street	1,846	40	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	8206	\$5,494	\$0	\$5,494	\$0	\$0	\$0	\$0	\$0	\$0	South of CR 450 S
Anson BLVD	CR 450 S	City Limits	2,747	40	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2021	\$ 6.19	12208	\$75,569	\$0	\$0	\$0	\$0	\$73,368	\$0	\$0	\$0	North of CR 450 S
Bateleur DR	Eagles Nest BLVD	Golden Eagle DR	636	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1695	\$6,982	\$0	\$6,982	\$0	\$0	\$0	\$0	\$0	\$0	
Beckham ST	Porter AVE	W Pierce ST	309	20	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	687	\$2,832	\$0	\$2,832	\$0	\$0	\$0	\$0	\$0	\$0	
Bliss Point East	Crowley PKWY	Aldridge DR	324	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	864	\$3,559	\$0	\$3,559	\$0	\$0	\$0	\$0	\$0	\$0	
Bliss Point West	Gateway East DR	Solomon Harmon Way	298	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	796	\$4,782	\$0	\$0	\$0	\$4,782	\$0	\$0	\$0	\$0	
Blue Jay Way	Wahlberg DR	Eagles Nest BLVD	2,513	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	6701	\$27,609	\$0	\$27,609	\$0	\$0	\$0	\$0	\$0	\$0	
Blue Sky DR	Indigo Blue BLVD	Trillium Way	939	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2505	\$1,677	\$0	\$1,677	\$0	\$0	\$0	\$0	\$0	\$0	
Bluff View LN	Dead End Street	Indigo Blue BLVD	1,229	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3278	\$2,195	\$0	\$2,195	\$0	\$0	\$0	\$0	\$0	\$0	
Bowers ST	Smith ST	Porter AVE	1,152	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2560	\$1,714	\$0	\$1,714	\$0	\$0	\$0	\$0	\$0	\$0	
Bowers St	Uitts St	W Pierce ST	287	16	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	509	\$341	\$0	\$341	\$0	\$0	\$0	\$0	\$0	\$0	
Brighton DR	Crowley PKWY	Portchester DR	1,410	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3761	\$2,518	\$0	\$2,518	\$0	\$0	\$0	\$0	\$0	\$0	
Brown Ct	Anderson DR	Dead End Street	156	20	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	346	\$232	\$0	\$232	\$0	\$0	\$0	\$0	\$0	\$0	
Central BLVD	CR 700 E	CR 650 E	2,401	40	2	Asphalt	4	2017	Local Street	1.5" mill and Fill	2017	\$ 15.75	13438	\$211,621	\$211,621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.5" mill and fill
Central BLVD	CR 650 E	Gateway West DR	2,587	66	4	Asphalt	4	2017	Local Street	1.5" mill and Fill	2017	\$ 15.59	14800	\$230,805	\$230,805	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.5" mill and fill
Chatsworth DR	Brighton DR	Portchester DR	415	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1107	\$741	\$0	\$741	\$0	\$0	\$0	\$0	\$0	\$0	East half
Chatsworth DR	Portchester DR	Hardwick DR	422	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	1125	\$848	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$848	West half
Chestnut Eagle CT	Chestnut Eagle DR	Dead End Street	610	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1627	\$9,778	\$0	\$0	\$0	\$0	\$9,778	\$0	\$0	\$0	
Chestnut Eagle DR	CR 600 E	Eagles Nest BLVD	2,291	24	2	Asphalt	4	2017	Local Street	> 2" Overlay	2020	\$ 8.74	6109	\$53,406	\$0	\$0	\$0	\$0	\$51,851	\$0	\$0	\$0	
Colonial DR	Wonder LN	Gordman DR	1,064	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2836	\$1,899	\$0	\$1,899	\$0	\$0	\$0	\$0	\$0	\$0	Not surfaced
CR 200 S	CR 650 E	City Limits	995	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2210	\$1,480	\$0	\$1,480	\$0	\$0	\$0	\$0	\$0	\$0	East boundary to CR 650; chip and seal
CR 200 S	City Limits	CR 650 E	4,473	20	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2021	\$ 6.19	9941	\$61,538	\$0	\$0	\$0	\$0	\$59,745	\$0	\$0	\$0	
CR 225 S	CR 650 E	CR 230 S	1,068	20	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	2374	\$20,147	\$0	\$0	\$20,147	\$0	\$0	\$0	\$0	\$0	
CR 230 S	CR 650 S	CR 225 S	1,373	20	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	3051	\$25,893	\$0	\$0	\$25,893	\$0	\$0	\$0	\$0	\$0	
CR 300 S	Linville AVE	City Limits	3,434	24	2	Asphalt	7	2017	Major Collector	Crack Seal	2018	\$ 0.67	9158	\$6,132	\$0	\$6,132	\$0	\$0	\$0	\$0	\$0	\$0	
CR 300 S	CR 575 E	Walnut St	2,197	24	2	Asphalt	4	2017	Major Collector	> 2" Overlay	2020	\$ 8.74	5859	\$51,219	\$0	\$0	\$0	\$0	\$49,728	\$0	\$0	\$0	
CR 300 S	City Limits	CR 575 E	2,894	24	2	Asphalt	5	2017	Major Collector	Thin Overlay or Seal	2020	\$ 6.01	7716	\$46,373	\$0	\$0	\$0	\$46,373	\$0	\$0	\$0	\$0	
CR 400 S	CR 700 E	CR 650 E	2,614	24	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	6972	\$80,823	\$0	\$0	\$0	\$0	\$0	\$0	\$80,823		
CR 425 S	CR 700 E	City Limits	1,697	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	4525	\$27,193	\$0	\$0	\$0	\$0	\$27,193	\$0	\$0	\$0	
CR 450 E	CR 750 S	City Limits	747	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	1660	\$1,111	\$0	\$1,111	\$0	\$0	\$0	\$0	\$0	\$0	
CR 450 E	CR 750 S	City Limits	1,868	16	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	3322	\$38,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,506	Service changes at house 7735
CR 450 S	CR 500 E	CR 575 E	4,011	20	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	8914	\$36,725	\$0	\$36,725	\$0	\$0	\$0	\$0	\$0	\$0	
CR 450 S	Perry Worth RD	CR 500 E	3,417	32	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	12148	\$8,133	\$0	\$8,133	\$0	\$0	\$0	\$0	\$0	\$0	Couple hundred feet west of CR 500 road narrows
CR 475 E	Whitestown PKWY	CR 550 S	5,402	20	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	12005	\$72,151	\$0	\$0	\$0	\$0	\$72,151	\$0	\$0	\$0	
CR 475 E	CR 550 S	Dead End Street	288	20	2	Gravel	2	2017	Local Street	Gravel+Major Regrade	2021	\$ 7.00	641	\$4,487	\$0	\$0	\$0	\$0	\$4,487	\$0	\$0	\$0	Road closed after approximately 400 feet
CR 500 E	CR 450 S	Albert S White DR	2,609	32	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	9277	\$38,220	\$0	\$38,220	\$0	\$0	\$0	\$0	\$0	\$0	
CR 500 E	Albert S White DR	City Limits	1,453	32	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	5165	\$59,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,880	
CR 500 S	CR 650 E	CR 575 E	2,787	20	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	6193	\$4,146	\$0	\$4,146	\$0	\$0	\$0	\$0	\$0	\$0	
CR 500 S	CR 575 E	Perry Worth RD	4,990	16	2	Gravel	3	2017	Local Street	4" Overlay	2017	\$ 15.88	8872	\$140,880	\$140,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Overlying Gravel
CR 500 S	CR 650 E	CR 575 E	1,283	20	2	Gravel	4	2017	Local Street	4" Overlay	2017	\$ 16.47	2851	\$46,960	\$46,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Overlying Gravel
CR 550 S	CR 475 E	City Limits	4,039	20	2	Asphalt	9	2017	Major Collector	Crack Seal	2022	\$ 0.75	8975	\$6,763	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,763	
CR 550 S	CR 475 E	Indianapolis RD	1,148	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2552	\$1,923	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,923	
CR 550 S	Perry Worth RD	Dead End Street	3,871	20	2	Gravel	1	2017	Local Street	Reconstruct	2022	\$ 10.00	8603	\$86,029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,029	
CR 575 E	CR 300 S	CR 500 S	10,571	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	28189	\$18,873	\$0	\$18,873	\$0	\$0	\$0	\$0	\$0	\$0	
CR 575 E	CR 300 S	City Limits	1,736	24	2	Asphalt	10	2017	Local Street	No work required	N/A	\$ -	4629	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Paving occurring
CR 600 E	CR 750 S	City Limits	1,324	18	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	2647	\$15,911	\$0	\$0	\$0	\$0	\$15,911	\$0	\$0	\$0	
CR 650 E	Smith ST	CR 500 S	8,924	24	2	Asphalt	7	2017	Major Collector	Crack Seal	2018	\$ 0.67	23798	\$15,933	\$0	\$15,933	\$0	\$0	\$0	\$0	\$0	\$0	
CR 650 E																							

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments	
Firethorn DR	Green Glade DR	Green Willow RD	3,686	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	9828	\$40,492	\$0	\$40,492	\$0	\$0	\$0	\$0	\$0	
Gateway East DR	Schooler DR	New Hope BLVD	1,678	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	4476	\$18,440	\$0	\$18,440	\$0	\$0	\$0	\$0	\$0	
Gateway East DR	New Hope BLVD	Meadowview DR	721	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1922	\$1,287	\$0	\$1,287	\$0	\$0	\$0	\$0	\$0	
Gateway West DR	Schooler DR	Central BLVD	334	44	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1632	\$9,810	\$0	\$0	\$0	\$9,810	\$0	\$0	\$0	
Gateway West DR	Schooler DR	Schooler DR	616	44	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	3010	\$18,089	\$0	\$0	\$0	\$18,089	\$0	\$0	\$0	
Golden Eagle DR	Imperial Eagle DR	Solomon DR	1,228	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3274	\$13,490	\$0	\$13,490	\$0	\$0	\$0	\$0	\$0	
Golden Grain RD	Tartan Trail	Firethorn DR	725	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1934	\$7,966	\$0	\$7,966	\$0	\$0	\$0	\$0	\$0	
Gordman DR	Colonial DR	Albert S White DR	537	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1433	\$960	\$0	\$960	\$0	\$0	\$0	\$0	\$0	Not surfaced, does not connect to Albert S White DR
Gray Eagle DR	Eagle Lake DR	Ringtail Circle	979	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2611	\$10,756	\$0	\$10,756	\$0	\$0	\$0	\$0	\$0	
Gray Heather LN	Albert S White DR	Dusty Sands RD	1,350	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3601	\$14,835	\$0	\$14,835	\$0	\$0	\$0	\$0	\$0	
Green Glade DR	Tartan Trail	Indigo Blue BLVD	1,158	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	3089	\$2,068	\$0	\$2,068	\$0	\$0	\$0	\$0	\$0	
Green Grass LN	Lime Light LN	White Cliff Way	870	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	2320	\$13,946	\$0	\$0	\$0	\$13,946	\$0	\$0	\$0	
Green Willow RD	Firethorn DR	Paisley Point	1,108	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2955	\$12,173	\$0	\$12,173	\$0	\$0	\$0	\$0	\$0	
Greenleaf LN	Firethorn DR	Dead End Street	134	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	356	\$1,468	\$0	\$1,468	\$0	\$0	\$0	\$0	\$0	
Grove Pass	Maple Grove BLVD	CR 700 E	1,327	28	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	4128	\$2,763	\$0	\$2,763	\$0	\$0	\$0	\$0	\$0	
Hardesty St	Hull St	Nesse ST	147	14	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	229	\$1,378	\$0	\$0	\$0	\$1,378	\$0	\$0	\$0	
Hardwick DR	Portchester DR	Chatsworth DR	939	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2505	\$1,888	\$0	\$0	\$0	\$0	\$0	\$1,888	\$0	
Harrison AVE	N Main St	E Pierce St	630	16	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1120	\$6,730	\$0	\$0	\$0	\$6,730	\$0	\$0	\$0	
Harvest Park BLVD	CR 650 E	Shooting Star Dr	253	55	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	1544	\$1,034	\$0	\$1,034	\$0	\$0	\$0	\$0	\$0	
Heartland DR	Whitestown PKWY	Central BLVD	1,173	40	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	5215	\$21,484	\$0	\$21,484	\$0	\$0	\$0	\$0	\$0	
Hedgehop DR	Ringtail Circle	Eagle Lake DR	987	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2632	\$10,845	\$0	\$10,845	\$0	\$0	\$0	\$0	\$0	
Hines St	W Pierce St	Uitts St	311	18	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	623	\$417	\$0	\$417	\$0	\$0	\$0	\$0	\$0	
Horizon Terrace	Schooler DR	Central BLVD	359	22	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	879	\$5,281	\$0	\$0	\$0	\$5,281	\$0	\$0	\$0	
Hull St	Peters St	Hardesty St	414	14	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	644	\$2,651	\$0	\$2,651	\$0	\$0	\$0	\$0	\$0	
Imperial Eagle DR	Chestnut Eagle DR	CR 750 S	1,153	24	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	3075	\$26,101	\$0	\$0	\$26,101	\$0	\$0	\$0	\$0	
Indianapolis RD	City Limits	CR 750 S	25,023	28	2	Asphalt	4	2017	Major Collector	> 2" Overlay	2019	\$ 8.49	77850	\$660,731	\$0	\$0	\$660,731	\$0	\$0	\$0	\$0	
Indigo Blue BLVD	Lime Light LN	Albert S White DR	2,938	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	7833	\$32,274	\$0	\$32,274	\$0	\$0	\$0	\$0	\$0	
Indigo Blue BLVD	CR 650 E	Albert S White DR	3,046	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	8122	\$5,438	\$0	\$5,438	\$0	\$0	\$0	\$0	\$0	
Indigo Blue BLVD	CR 650 E	Lime Light LN	935	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2494	\$1,670	\$0	\$1,670	\$0	\$0	\$0	\$0	\$0	
Industrial CT	Indianapolis RD	Dead End Street	1,506	28	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	4687	\$28,166	\$0	\$0	\$0	\$28,166	\$0	\$0	\$0	
Juniper Ct	Gateway East DR	Dead End Street	270	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	719	\$482	\$0	\$482	\$0	\$0	\$0	\$0	\$0	
Keepsake DR	Dead End Street	Timberline Trail	1,019	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3058	\$2,047	\$0	\$2,047	\$0	\$0	\$0	\$0	\$0	
Laughner St	S Main St	S Buck ST	616	14	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	959	\$642	\$0	\$642	\$0	\$0	\$0	\$0	\$0	
Light Post RD	Horizon Terrace	Dead End Street	652	22	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1595	\$9,585	\$0	\$0	\$0	\$9,585	\$0	\$0	\$0	
Lime Light LN	Green Willow RD	White Cliff Way	1,562	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	4166	\$25,040	\$0	\$0	\$0	\$25,040	\$0	\$0	\$0	
Lime Light LN	Dusty Laurel Dr	Indigo Blue BLVD	410	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1093	\$6,569	\$0	\$0	\$0	\$6,569	\$0	\$0	\$0	
Lime Light LN	Indigo Blue BLVD	White Cliff Way	1,268	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	3381	\$20,319	\$0	\$0	\$0	\$20,319	\$0	\$0	\$0	
Lime Light Ln Roundabout			457	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1217	\$5,015	\$0	\$5,015	\$0	\$0	\$0	\$0	\$0	
Limesprings LN	Golden Grain RD	Green Glade DR	790	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2107	\$8,681	\$0	\$8,681	\$0	\$0	\$0	\$0	\$0	
Linville AVE	S Main ST	Lucas ST	317	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	705	\$472	\$0	\$472	\$0	\$0	\$0	\$0	\$0	
Linville AVE	Lucas St	E Pierce St	1,816	14	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	2825	\$16,980	\$0	\$0	\$0	\$16,980	\$0	\$0	\$0	
Lucas St	Linville AVE	E Pierce St	272	20	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	605	\$3,637	\$0	\$0	\$0	\$3,637	\$0	\$0	\$0	
Luria Lane	Watson Way	Anderson DR	1,080	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2401	\$1,809	\$0	\$0	\$0	\$0	\$0	\$1,809	\$0	
Maple Grove BLVD	Whitestown PKWY	Sugar Maple DR	757	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2018	\$1,351	\$0	\$1,351	\$0	\$0	\$0	\$0	\$0	
Marigold CT	Crowley PKWY	Dead End Street	236	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	630	\$422	\$0	\$422	\$0	\$0	\$0	\$0	\$0	
Meadowview DR	Crowley PKWY	CR 550 S	1,340	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3574	\$2,393	\$0	\$2,393	\$0	\$0	\$0	\$0	\$0	
Meadowview DR	New Hope BLVD	Crowley PKWY	1,306	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	3482	\$20,924	\$0	\$0	\$0	\$20,924	\$0	\$0	\$0	
Morton RD	CR 700 E	Dead End Street	1,363	20	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	3028	\$18,201	\$0	\$0	\$0	\$18,201	\$0	\$0	\$0	
Mottelson DR	Purcell DR	Dead End Street	518	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	1152	\$868	\$0	\$0	\$0	\$0	\$0	\$868	\$0	
Mountain Hawk DR	Bateleur DR	Imperial Eagle DR	984	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2625	\$10,814	\$0	\$10,814	\$0	\$0	\$0	\$0	\$0	
Muller DR	Dead End Street	Samuelson CT	342	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	760	\$572	\$0	\$0	\$0	\$0	\$0	\$572	\$0	
N Main St	Harrison AVE	Smith ST	1,897	24	2	Asphalt	5	2017	Major Collector	Thin Overlay or Seal	2020	\$ 6.01	5059	\$30,406	\$0	\$0	\$0	\$30,406	\$0	\$0	\$0	
Nesse St	S Buck ST	Bowers St	311	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	692	\$463	\$0	\$463	\$0	\$0	\$0	\$0	\$0	
Nesse St	Hardesty St	S Main st	146	14	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	227	\$1,362	\$0	\$0	\$0	\$1,362	\$0	\$0	\$0	
New Hope BLVD	Gateway East DR	Crowley PKWY	959	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2557	\$10,536	\$0	\$10,536	\$0	\$0	\$0	\$0	\$0	Divided 12 foot lanes
New Hope BLVD	Crowley PKWY	CR 650 E	1,533	20	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3408	\$14,039	\$0	\$14,039	\$0	\$0	\$0	\$0	\$0	
New Hope BLVD	Gateway East DR	Dead End Street	939	40	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	4175	\$25,094	\$0	\$0	\$0	\$25,094	\$0	\$0	\$0	
Open Fields DR	Indigo Blue BLVD	Trillium Way	1,018	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2714	\$1,817	\$0	\$1,817	\$0	\$0	\$0	\$0	\$0	
Paisley Point	Dead End Street	Lime Light LN	2,055	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	5480	\$32,935	\$0	\$0	\$0	\$32,935	\$0	\$0	\$0	
Park Grove BLVD	Shooting Star DR	Rainwater LN	885	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2655	\$1,777	\$0	\$1,777						

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments
RD 4	Solomon Harmon Way	Aldridge DR	272	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	514	\$4,366	\$0	\$0	\$4,366	\$0	\$0	\$0	
RD 5	RD 3	RD 4	262	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	495	\$4,203	\$0	\$0	\$4,203	\$0	\$0	\$0	
RD 6	Solomon Harmon Way	RD 7	141	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	267	\$2,263	\$0	\$0	\$2,263	\$0	\$0	\$0	
RD 7	RD 6	Bliss Point West	605	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	1142	\$9,694	\$0	\$0	\$9,694	\$0	\$0	\$0	
RD 8	Crowley PKWY	Dead End Street	143	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	270	\$2,290	\$0	\$0	\$2,290	\$0	\$0	\$0	
RD 9	Crowley PKWY	Aldridge DR	378	17	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	715	\$4,296	\$0	\$0	\$0	\$4,296	\$0	\$0	
Red Maple DR	Sugar Maple DR	Silver Maple Way	777	28	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2416	\$1,618	\$0	\$1,618	\$0	\$0	\$0	\$0	
Ringtail Circle	Eagle Lake DR	Eagles Nest BLVD	1,733	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	4622	\$3,094	\$0	\$3,094	\$0	\$0	\$0	\$0	
Roundlake LN	Firethorn DR	Firethorn DR	1,747	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	4659	\$3,119	\$0	\$3,119	\$0	\$0	\$0	\$0	
S Buck ST	Smith ST	Porter AVE	1,214	16	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	2158	\$12,969	\$0	\$0	\$0	\$12,969	\$0	\$0	
S Cozy LN	Indianapolis RD	Whitestown PKWY	1,751	16	2	Asphalt	1	2017	Local Street	Reconstruct	2022	\$ 22.03	3112	\$68,549	\$0	\$0	\$0	\$0	\$0	\$68,549	Sides are falling off into ditch
Samuelson CT	Dead End Street	Mottelson DR	283	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	629	\$474	\$0	\$0	\$0	\$0	\$0	\$474	
Sanders CT	CR 550 S	Dead End Street	232	30	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	772	\$8,948	\$0	\$0	\$0	\$0	\$0	\$8,948	
Schooler DR	Dead End Street	CR 650 E	2,781	22	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	6798	\$28,006	\$0	\$28,006	\$0	\$0	\$0	\$0	
Sea Eagle Circle	Eagle Lake DR	Dead End Street	570	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1520	\$9,137	\$0	\$0	\$0	\$9,137	\$0	\$0	
Shooting Star DR	Dead End Street	Harvest Park BLVD	2,398	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	7194	\$4,816	\$0	\$4,816	\$0	\$0	\$0	\$0	
Silver Leaf DR	Silver Maple Way	Red Maple DR	664	28	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2065	\$8,506	\$0	\$8,506	\$0	\$0	\$0	\$0	
Silver Maple Way	Red Maple DR	Maple Grove BLVD	1,007	28	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3134	\$12,913	\$0	\$12,913	\$0	\$0	\$0	\$0	
Smith ST	S Main ST	S Buck ST	610	14	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	949	\$635	\$0	\$635	\$0	\$0	\$0	\$0	
Solomon DR	Golden Eagle DR	Eagles Nest BLVD	598	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1594	\$6,567	\$0	\$6,567	\$0	\$0	\$0	\$0	
Solomon Harmon Way	New Hope BLVD	Andrews Way	1,424	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	3798	\$22,829	\$0	\$0	\$0	\$22,829	\$0	\$0	
Sugar Maple DR	Dead End Street	Red Maple DR	1,020	28	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	3174	\$2,125	\$0	\$2,125	\$0	\$0	\$0	\$0	
Tanager CT	Eagles Nest BLVD	Dead End Street	689	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	1838	\$11,044	\$0	\$0	\$0	\$11,044	\$0	\$0	
Tartan Trail	Albert S White DR	Golden Grain RD	1,831	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	4883	\$20,117	\$0	\$20,117	\$0	\$0	\$0	\$0	
Timberline Trail	Keepsake DR	Harvest Park BLVD	645	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1935	\$1,295	\$0	\$1,295	\$0	\$0	\$0	\$0	
Trillium Way	Pebblebrooke RD	Bluff View LN	1,122	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2991	\$2,002	\$0	\$2,002	\$0	\$0	\$0	\$0	From open fields to Pebblebrooke road not paved
Trout St	Linville AVE	E Pierce St	265	16	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	471	\$315	\$0	\$315	\$0	\$0	\$0	\$0	
Trout St	Linville AVE	Dead End Street	248	20	2	Gravel	1	2017	Local Street	Reconstruct	2022	\$ 10.00	550	\$5,505	\$0	\$0	\$0	\$0	\$0	\$5,505	
Turner St	S Main ST	S Buck ST	618	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	1373	\$919	\$0	\$919	\$0	\$0	\$0	\$0	
Uitts St	Hines St	Walnut ST	537	16	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	955	\$639	\$0	\$639	\$0	\$0	\$0	\$0	
Uitts St	N Main St	Dead End Street	964	16	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1714	\$1,147	\$0	\$1,147	\$0	\$0	\$0	\$0	
W Pierce ST	Walnut St	N Main St	1,931	24	2	Asphalt	5	2017	Major Collector	Thin Overlay or Seal	2020	\$ 6.01	5150	\$30,954	\$0	\$0	\$0	\$30,954	\$0	\$0	
Wahlberg DR	Blue Jay Way	Eagle Lake DR	429	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1143	\$4,710	\$0	\$4,710	\$0	\$0	\$0	\$0	
Walnut ST	Uitts St	W Pierce ST	300	14	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	467	\$313	\$0	\$313	\$0	\$0	\$0	\$0	
Waterstone Way	Pebblebrooke RD	Trillium Way	997	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2658	\$2,003	\$0	\$0	\$0	\$0	\$2,003	Just west of curve road has not been surfaced	
Watson Way	Luria Lane	Purcell DR	180	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	400	\$301	\$0	\$0	\$0	\$0	\$0	\$301	
Wedgetail DR	Eagle Lake DR	Blue Jay Way	479	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1276	\$5,258	\$0	\$5,258	\$0	\$0	\$0	\$0	
Weeping Willow PL	Poplar DR	Indigo Blue BLVD	760	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2025	\$1,526	\$0	\$0	\$0	\$0	\$0	\$1,526	
Westhaven Circle	Westhaven DR	Westhaven DR	1,069	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2376	\$1,591	\$0	\$1,591	\$0	\$0	\$0	\$0	
Westhaven Circle	Westhaven DR	Morton RD	1,140	20	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	2534	\$15,227	\$0	\$0	\$0	\$15,227	\$0	\$0	
Westhaven DR	Oak st	CR 700 E	1,115	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2478	\$1,659	\$0	\$1,659	\$0	\$0	\$0	\$0	
White Cliff Way	Tartan Trail	Dusty Laurel DR	2,040	24	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2020	\$ 6.01	5439	\$32,687	\$0	\$0	\$0	\$32,687	\$0	\$0	
White Lick CT	Indianapolis RD	Dead End Street	753	26	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	2174	\$18,454	\$0	\$0	\$18,454	\$0	\$0	\$0	
White Pine RD	Colonial DR	Indigo Blue BLVD	202	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	538	\$360	\$0	\$360	\$0	\$0	\$0	\$0	Not surfaced
White Pine RD	Indigo Blue BLVD	Poplar DR	878	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2341	\$1,764	\$0	\$0	\$0	\$0	\$0	\$1,764	
Whitestown PKWY	Indianapolis RD	CR 475 E	5,747	20	2	Asphalt	4	2017	Major Collector	> 2" Overlay	2018	\$ 8.24	12770	\$105,225	\$0	\$108,382	\$0	\$0	\$0	\$0	
Whitestown PKWY	Perry Worth RD	Indianapolis RD	2,196	80	4	Asphalt	5	2017	Minor Arterial	Thin Overlay or Seal	2021	\$ 6.19	19523	\$120,852	\$0	\$0	\$0	\$0	\$117,332	\$0	
Whitestown PKWY	Perry Worth RD	City Limits	6,566	80	4	Asphalt	5	2017	Minor Arterial	Thin Overlay or Seal	2021	\$ 6.19	58360	\$361,266	\$0	\$0	\$0	\$0	\$350,744	\$0	
Wiley Square E	Central BLVD	Schooler DR	363	22	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	887	\$3,652	\$0	\$3,652	\$0	\$0	\$0	\$0	
Wiley Square W	Central BLVD	Schooler DR	367	22	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	897	\$3,695	\$0	\$3,695	\$0	\$0	\$0	\$0	
Wolfe RD	CR 750 S	City Limits	3,517	20	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	7815	\$90,596	\$0	\$0	\$0	\$0	\$0	\$90,596	
Wonder LN	Gordman DR	Colonial DR	650	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1733	\$1,160	\$0	\$1,160	\$0	\$0	\$0	\$0	Not surfaced
			TOTAL	68.48	MILES								TOTALS	\$5,840,179	\$1,583,265	\$905,893	\$941,457	\$955,179	\$922,315	\$503,071	

APPENDIX 'B'
2017 TREATMENT MAP AND 2017-2022 TREATMENT PLAN SPREADSHEETS



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Legend

2017 Maintenance

— 1.5" Mill and Fill

- - - 4" Overlay

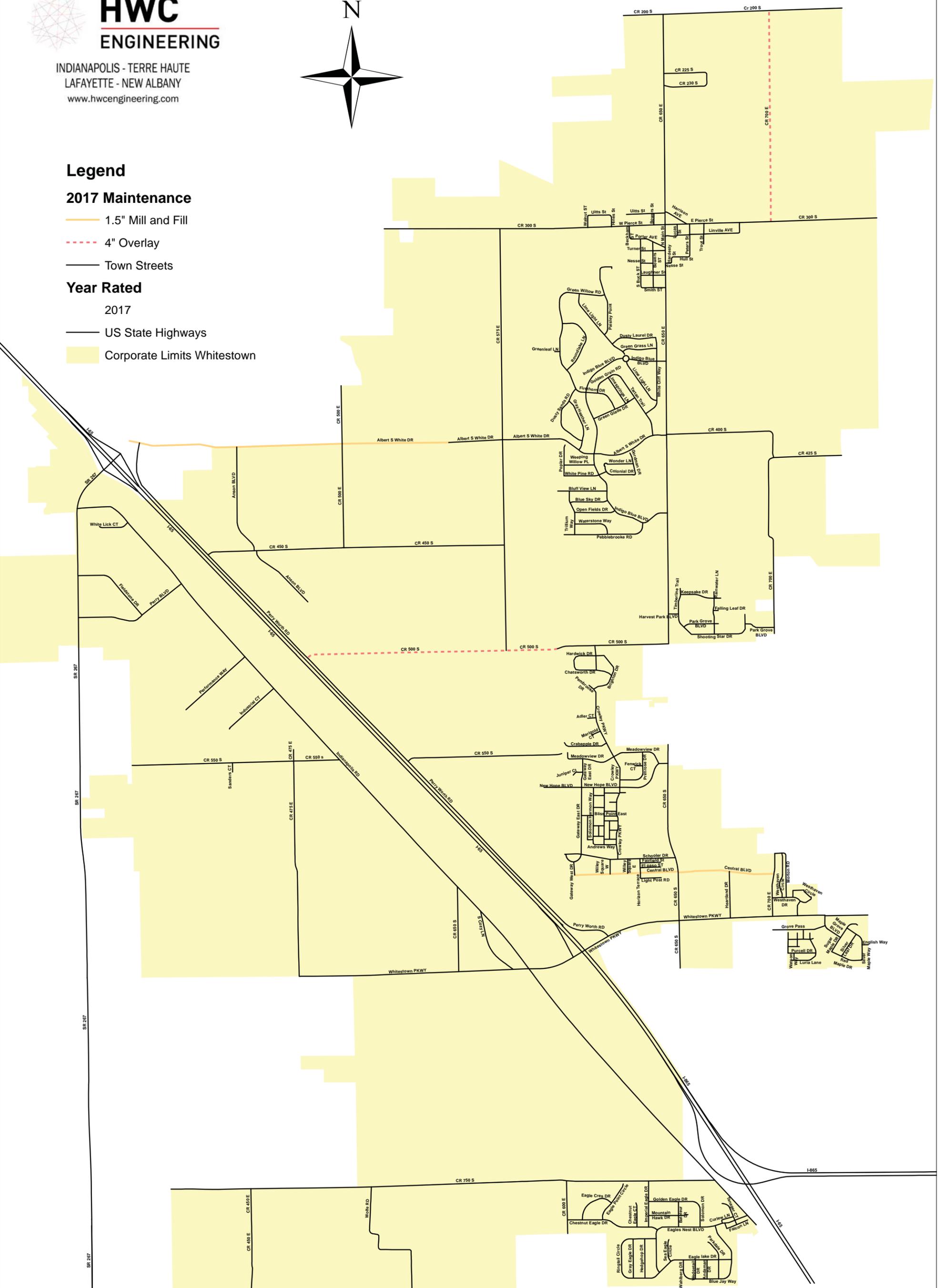
— Town Streets

Year Rated

2017

— US State Highways

Corporate Limits Whitestown



Town of Whitestown - 2017 Maintenance Improvement Plan

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments	
CR 500 S	CR 575 E	Perry Worth RD	4,990	16	2	Gravel	3	2017	Local Street	4" Overlay	2017	\$ 14.15	56689	\$802,328	\$802,328	\$0	\$0	\$0	\$0	\$0	\$0	Overlaying Gravel
Albert S White DR	I-65	CR 500 E	7,998	48	4	Asphalt	4	2017	Local Street	1.5" Mill and Fill	2017	\$ 15.75	13438	\$211,621	\$211,621	\$0	\$0	\$0	\$0	\$0	\$0	1.5" mill and fill
Central BLVD	CR 700 E	CR 650 E	2,401	40	2	Asphalt	4	2017	Local Street	1.5" Mill and Fill	2017	\$ 15.59	14800	\$230,805	\$230,805	\$0	\$0	\$0	\$0	\$0	\$0	1.5" mill and fill
Central BLVD	CR 650 E	Gateway West DR	2,587	66	4	Asphalt	4	2017	Local Street	1.5" Mill and Fill	2017	\$ 15.88	8872	\$140,880	\$140,880	\$0	\$0	\$0	\$0	\$0	\$0	1.5" mill and fill
CR 500 S	CR 650 E	CR 575 E	1,283	20	2	Gravel	4	2017	Local Street	4" Overlay	2017	\$ 16.47	2851	\$46,960	\$46,960	\$0	\$0	\$0	\$0	\$0	\$0	Overlaying Gravel
CR 700 E	CR 300 S	CR 200 S	5,289	16	2	Gravel	4	2017	Local Street	4" Overlay	2017	\$ 16.03	9402	\$150,671	\$150,671	\$0	\$0	\$0	\$0	\$0	\$0	Overlaying Gravel
2017 TOTAL															\$1,583,265							

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments	
Whitestown PKWY	Indianapolis RD	CR 475 E	5,747	20	2	Asphalt	4	2017	Major Collector	> 2" Overlay	2018	\$ 8.24	12770	\$105,225	\$0	\$108,382	\$0	\$0	\$0	\$0	\$0	
Andaman DR	Blue Jay Way	Eagle Lake DR	480	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1280	\$5,275	\$0	\$5,275	\$0	\$0	\$0	\$0	\$0	
Bateleur DR	Eagles Nest BLVD	Golden Eagle DR	636	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1695	\$6,982	\$0	\$6,982	\$0	\$0	\$0	\$0	\$0	
Beckham ST	Porter AVE	W Pierce ST	309	20	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	687	\$2,832	\$0	\$2,832	\$0	\$0	\$0	\$0	\$0	
Bliss Point East	Crowley PKWY	Aldridge DR	324	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	864	\$3,559	\$0	\$3,559	\$0	\$0	\$0	\$0	\$0	
Blue Jay Way	Wahlberg DR	Eagles Nest BLVD	2,513	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	6701	\$27,609	\$0	\$27,609	\$0	\$0	\$0	\$0	\$0	
CR 450 S	CR 500 E	CR 575 E	4,011	20	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	8914	\$36,725	\$0	\$36,725	\$0	\$0	\$0	\$0	\$0	
CR 500 E	CR 450 S	Albert S White DR	2,609	32	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	9277	\$38,220	\$0	\$38,220	\$0	\$0	\$0	\$0	\$0	
CR 650 S	Ottinger DR	Whitestown PKWY	1,194	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3184	\$13,119	\$0	\$13,119	\$0	\$0	\$0	\$0	\$0	
CR 700 E	City Limits	Whitestown PKWY	1,581	30	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	5269	\$21,706	\$0	\$21,706	\$0	\$0	\$0	\$0	\$0	
Crowley PKWY	New Hope BLVD	Meadowview DR	806	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2150	\$8,858	\$0	\$8,858	\$0	\$0	\$0	\$0	\$0	
Eagle Cres DR	Eagle Point Circle	Chestnut Eagle DR	1,074	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2865	\$11,803	\$0	\$11,803	\$0	\$0	\$0	\$0	\$0	
Eagle lake DR	Blue Jay Way	Ringtail Circle	2,861	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	7629	\$31,433	\$0	\$31,433	\$0	\$0	\$0	\$0	\$0	
Eagle Point Circle	Chestnut Eagle DR	Dead End Street	1,061	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2831	\$11,662	\$0	\$11,662	\$0	\$0	\$0	\$0	\$0	
Eagles Nest BLVD	Eagle Lake DR	Indianapolis RD	3,407	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	9087	\$37,437	\$0	\$37,437	\$0	\$0	\$0	\$0	\$0	
Fenwick CT	Primrose DR	Dead End Street	202	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	538	\$2,216	\$0	\$2,216	\$0	\$0	\$0	\$0	\$0	
Firethorn DR	Green Glade DR	Green Willow RD	3,686	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	9828	\$40,492	\$0	\$40,492	\$0	\$0	\$0	\$0	\$0	
Gateway East DR	Schooler DR	New Hope BLVD	1,678	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	4476	\$18,440	\$0	\$18,440	\$0	\$0	\$0	\$0	\$0	
Golden Eagle DR	Imperial Eagle DR	Solomon DR	1,228	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3274	\$13,490	\$0	\$13,490	\$0	\$0	\$0	\$0	\$0	
Golden Grain RD	Tartan Trail	Firethorn DR	725	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1934	\$7,966	\$0	\$7,966	\$0	\$0	\$0	\$0	\$0	
Gray Eagle DR	Eagle Lake DR	Ringtail Circle	979	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2611	\$10,756	\$0	\$10,756	\$0	\$0	\$0	\$0	\$0	
Gray Heather LN	Albert S White DR	Dusty Sands RD	1,350	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3601	\$14,835	\$0	\$14,835	\$0	\$0	\$0	\$0	\$0	
Green Willow RD	Firethorn DR	Paisley Point	1,108	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2955	\$12,173	\$0	\$12,173	\$0	\$0	\$0	\$0	\$0	
Greenleaf LN	Firethorn DR	Dead End Street	134	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	356	\$1,468	\$0	\$1,468	\$0	\$0	\$0	\$0	\$0	
Hearland DR	Whitestown PKWY	Central BLVD	1,173	40	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	5215	\$21,484	\$0	\$21,484	\$0	\$0	\$0	\$0	\$0	
Hedgehop DR	Ringtail Circle	Eagle Lake DR	987	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2632	\$10,845	\$0	\$10,845	\$0	\$0	\$0	\$0	\$0	
Hull St	Peters St	Hardesty St	414	14	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	644	\$2,651	\$0	\$2,651	\$0	\$0	\$0	\$0	\$0	
Indigo Blue BLVD	Lime Light LN	Albert S White DR	2,938	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	7833	\$32,274	\$0	\$32,274	\$0	\$0	\$0	\$0	\$0	
Lime Light Ln Roundabout			457	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1217	\$5,015	\$0	\$5,015	\$0	\$0	\$0	\$0	\$0	
Limesprings LN	Golden Grain RD	Green Glade DR	790	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2107	\$8,681	\$0	\$8,681	\$0	\$0	\$0	\$0	\$0	
Mountain Hawk DR	Bateleur DR	Imperial Eagle DR	984	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2625	\$10,814	\$0	\$10,814	\$0	\$0	\$0	\$0	\$0	
New Hope BLVD	Gateway East DR	Crowley PKWY	959	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2557	\$10,536	\$0	\$10,536	\$0	\$0	\$0	\$0	\$0	Divided 12 foot lanes
New Hope BLVD	Crowley PKWY	CR 650 E	1,533	20	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3408	\$14,039	\$0	\$14,039	\$0	\$0	\$0	\$0	\$0	
Parkdale DR	Dead End Street	Blue Jay Way	1,026	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2735	\$11,268	\$0	\$11,268	\$0	\$0	\$0	\$0	\$0	
Peters St	E Pierce St	Hull St	834	16	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1483	\$6,109	\$0	\$6,109	\$0	\$0	\$0	\$0	\$0	
Primrose DR	Meadowview DR	Crowley PKWY	1,190	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3174	\$13,078	\$0	\$13,078	\$0	\$0	\$0	\$0	\$0	
Schooler DR	Dead End Street	CR 650 E	2,781	22	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	6798	\$28,006	\$0	\$28,006	\$0	\$0	\$0	\$0	\$0	
Silver Leaf DR	Silver Maple Way	Red Maple DR	664	28	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	2065	\$8,506	\$0	\$8,506	\$0	\$0	\$0	\$0	\$0	
Silver Maple Way	Red Maple DR	Maple Grove BLVD	1,007	28	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	3134	\$12,913	\$0	\$12,913	\$0	\$0	\$0	\$0	\$0	
Solomon DR	Golden Eagle DR	Eagles Nest BLVD	598	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1594	\$6,567	\$0	\$6,567	\$0	\$0	\$0	\$0	\$0	
Tartan Trail	Albert S White DR	Golden Grain RD	1,831	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	4883	\$20,117	\$0	\$20,117	\$0	\$0	\$0	\$0	\$0	
Wahlberg DR	Blue Jay Way	Eagle Lake DR	429	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1143	\$4,710	\$0	\$4,710	\$0	\$0	\$0	\$0	\$0	
Wedgetail DR	Eagle Lake DR	Blue Jay Way	479	24	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	1276	\$5,258	\$0	\$5,258	\$0	\$0	\$0	\$0	\$0	
Willey Square E	Central BLVD	Schooler DR	363	22	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	887	\$3,652	\$0	\$3,652	\$0	\$0	\$0	\$0	\$0	
Willey Square W	Central BLVD	Schooler DR	367	22	2	Asphalt	6	2017	Local Street	Microsurface or Seal	2018	\$ 4.12	897	\$3,695	\$0	\$3,695	\$0	\$0	\$0	\$0	\$0	
Adler CT	Crowley PKWY	Dead End Street	210	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	561	\$375	\$0	\$375	\$0	\$0	\$0	\$0	\$0	
Albert S White DR	CR 575 E	Gray Heather LN	1,990	48	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	10615	\$7,107	\$0	\$7,107	\$0	\$0	\$0	\$0	\$0	Two, 24 foot lanes
Albert S White DR	Gray Heather LN	CR 650 E	2,362	32	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	8398	\$5,623	\$0	\$5,623	\$0	\$0	\$0	\$0	\$0	Road narrows at beginning of housing edition
Blue Sky DR	Indigo Blue BLVD	Trillium Way	939	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2505	\$1,677	\$0	\$1,677	\$0	\$0	\$0	\$0	\$0	
Bowers ST	Smith ST	Porter AVE	1,152	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2560	\$1,714	\$0	\$1,714	\$0	\$0	\$0	\$0	\$0	
CR 200 S	CR 650 E	City Limits	995	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	2210	\$1,480	\$0	\$1,480	\$0	\$0	\$0	\$0	\$0	East boundary to CR 650; chip and seal
CR 300 S	Linville AVE	City Limits	3,434	24	2	Asphalt	7	2017	Major Collector	Crack Seal	2018	\$ 0.67	9158	\$6,132	\$0	\$6,132	\$0	\$0	\$0	\$0	\$0	
CR 450 E	CR 750 S	City Limits	747	20	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	1660	\$1,111	\$0	\$1,111	\$0	\$0	\$0	\$0	\$0	
CR 650 E	Smith ST	CR 500 S	8,924	24	2	Asphalt	7	2017	Major Collector	Crack Seal	2018	\$ 0.67	23798	\$15,933	\$0	\$15,933	\$0	\$0	\$0	\$0	\$0	
CR 650 S	Whitestown PKWY	Schooler DR	1,583	48	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	8441	\$5,651	\$0	\$5,651	\$0	\$0	\$0	\$0	\$0	Divided 24 foot lanes
CR 650 S	Schooler DR	City Limits	2,862	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	7631	\$5,109	\$0	\$5,109	\$0	\$0	\$0	\$0	\$0	
Curlew LN	Eagles Nest BLVD	Eagles Nest BLVD	381	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	1017	\$681	\$0	\$681	\$0	\$0	\$0	\$0	\$0	
Dusty Sands RD	Firethorn DR	Gray Heather LN	1,690	24	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	4507	\$3,018	\$0	\$3,018	\$0	\$0	\$0	\$0	\$0	
Englsh Way	Silver Maple Way	City Limits	156	28	2	Asphalt	7	2017	Local Street	Crack Seal	2018	\$ 0.67	486	\$326	\$0	\$326	\$0	\$0	\$0	\$0	\$0	
Falcon LN	Eagles Nest BLVD																					

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments	
Anson BLVD	CR 450 S	Dead End Street	1,846	40	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	8206	\$5,494	\$0	\$5,494	\$0	\$0	\$0	\$0	\$0	South of CR 450 S
Bluff View LN	Dead End Street	Indigo Blue BLVD	1,229	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3278	\$2,195	\$0	\$2,195	\$0	\$0	\$0	\$0	\$0	
Bowers St	Uitts St	W Pierce St	287	16	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	509	\$341	\$0	\$341	\$0	\$0	\$0	\$0	\$0	
Brighton DR	Crowley PKWY	Portchester DR	1,410	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3761	\$2,518	\$0	\$2,518	\$0	\$0	\$0	\$0	\$0	
Brown Ct	Anderson DR	Dead End Street	156	20	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	346	\$232	\$0	\$232	\$0	\$0	\$0	\$0	\$0	
Chatsworth DR	Brighton DR	Portchester DR	415	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1107	\$741	\$0	\$741	\$0	\$0	\$0	\$0	\$0	East half
Colonial DR	Wonder LN	Gordman DR	1,064	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2836	\$1,899	\$0	\$1,899	\$0	\$0	\$0	\$0	\$0	Not surfaced
CR 450 S	Perry Worth RD	CR 500 E	3,417	32	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	12148	\$8,133	\$0	\$8,133	\$0	\$0	\$0	\$0	\$0	Couple hundred feet west of CR 500 road narrows
CR 500 S	CR 650 E	CR 575 E	2,787	20	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	6193	\$4,146	\$0	\$4,146	\$0	\$0	\$0	\$0	\$0	
CR 575 E	CR 300 S	CR 500 S	10,571	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	28189	\$18,873	\$0	\$18,873	\$0	\$0	\$0	\$0	\$0	
Gateway East DR	New Hope BLVD	Meadowview DR	721	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1922	\$1,287	\$0	\$1,287	\$0	\$0	\$0	\$0	\$0	
Gordman DR	Colonial DR	Albert S White DR	537	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1433	\$960	\$0	\$960	\$0	\$0	\$0	\$0	\$0	Not surfaced, does not connect to Albert S White DR
Indigo Blue BLVD	CR 650 E	Albert S White DR	3,046	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	8122	\$5,438	\$0	\$5,438	\$0	\$0	\$0	\$0	\$0	
Indigo Blue BLVD	CR 650 E	Lime Light LN	935	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2494	\$1,670	\$0	\$1,670	\$0	\$0	\$0	\$0	\$0	
Juniper Ct	Gateway East DR	Dead End Street	270	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	719	\$482	\$0	\$482	\$0	\$0	\$0	\$0	\$0	
Keepsake DR	Dead End Street	Timberline Trail	1,019	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3058	\$2,047	\$0	\$2,047	\$0	\$0	\$0	\$0	\$0	
Meadowview DR	Crowley PKWY	CR 550 S	1,340	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3574	\$2,393	\$0	\$2,393	\$0	\$0	\$0	\$0	\$0	
Open Fields DR	Indigo Blue BLVD	Trillium Way	1,018	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2714	\$1,817	\$0	\$1,817	\$0	\$0	\$0	\$0	\$0	
Park Grove BLVD	Shooting Star DR	Rainwater LN	885	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2655	\$1,777	\$0	\$1,777	\$0	\$0	\$0	\$0	\$0	
Park Grove BLVD	Shooting Star DR	CR 700 E	756	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2269	\$1,519	\$0	\$1,519	\$0	\$0	\$0	\$0	\$0	
Perry Worth RD	Whitestown PKWY	CR 550 S	1,222	50	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	6786	\$4,543	\$0	\$4,543	\$0	\$0	\$0	\$0	\$0	Road narrows after last curve
Portchester DR	Brighton DR	Chatsworth DR	616	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1643	\$1,100	\$0	\$1,100	\$0	\$0	\$0	\$0	\$0	
Rainwater LN	Shooting Star DR	Dead End Street	1,065	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	3195	\$2,139	\$0	\$2,139	\$0	\$0	\$0	\$0	\$0	Dead End just north of keepsake
Shooting Star DR	Dead End Street	Harvest Park BLVD	2,398	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	7194	\$4,816	\$0	\$4,816	\$0	\$0	\$0	\$0	\$0	
Timberline Trail	Keepsake DR	Harvest Park BLVD	645	27	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1935	\$1,295	\$0	\$1,295	\$0	\$0	\$0	\$0	\$0	
Trillium Way	Pebblebrooke RD	Bluff View LN	1,122	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	2991	\$2,002	\$0	\$2,002	\$0	\$0	\$0	\$0	\$0	From open fields to Pebblebrooke road not paved
Uitts St	N Main St	Dead End Street	964	16	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1714	\$1,147	\$0	\$1,147	\$0	\$0	\$0	\$0	\$0	
White Pine RD	Colonial DR	Indigo Blue BLVD	202	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	538	\$360	\$0	\$360	\$0	\$0	\$0	\$0	\$0	Not surfaced
Wonder LN	Gordman DR	Colonial DR	650	24	2	Asphalt	8	2017	Local Street	Crack Seal	2018	\$ 0.67	1733	\$1,160	\$0	\$1,160	\$0	\$0	\$0	\$0	\$0	Not surfaced
2018 TOTAL																\$905,893						

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments
Andrews Way	Solomon Harmon Way	Crowley PKWY	545	24	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	1455	\$12,346	\$0	\$0	\$12,346	\$0	\$0	\$0	
CR 225 S	Cr 650 E	CR 230 S	1,068	20	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	2374	\$20,147	\$0	\$0	\$20,147	\$0	\$0	\$0	
CR 230 S	CR 225 S	CR 650 E	1,373	20	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	3051	\$25,893	\$0	\$0	\$25,893	\$0	\$0	\$0	
Crowley PKWY	Meadowview DR	Brighton Dr	1,815	24	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	4840	\$41,074	\$0	\$0	\$41,074	\$0	\$0	\$0	
El paso ST	Horizon Terrace	Dead End Street	511	22	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	1248	\$10,594	\$0	\$0	\$10,594	\$0	\$0	\$0	
Imperial Eagle DR	Chestnut Eagle DR	CR 750 S	1,153	24	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	3075	\$26,101	\$0	\$0	\$26,101	\$0	\$0	\$0	
Indianapolis RD	City Limits	CR 750 S	25,023	28	2	Asphalt	4	2017	Major Collector	> 2" Overlay	2019	\$ 8.49	77850	\$660,731	\$0	\$0	\$660,731	\$0	\$0	\$0	
Perry BLVD	Indianapolis RD	ST RD 267	2,899	28	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	9018	\$76,535	\$0	\$0	\$76,535	\$0	\$0	\$0	
RD 1	Solomon Harmon Way	Aldridge DR	270	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	511	\$4,334	\$0	\$0	\$4,334	\$0	\$0	\$0	
RD 12	Crowley PKWY	Aldridge DR	348	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	657	\$5,572	\$0	\$0	\$5,572	\$0	\$0	\$0	
RD 14	Crowley PKWY	RD 13	202	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	382	\$3,242	\$0	\$0	\$3,242	\$0	\$0	\$0	
RD 15	Crowley PKWY	Aldridge DR	307	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	580	\$4,919	\$0	\$0	\$4,919	\$0	\$0	\$0	
RD 2	Solomon Harmon Way	Aldridge DR	271	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	512	\$4,346	\$0	\$0	\$4,346	\$0	\$0	\$0	
RD 3	Solomon Harmon Way	Aldridge DR	271	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	513	\$4,352	\$0	\$0	\$4,352	\$0	\$0	\$0	
RD 4	Solomon Harmon Way	Aldridge DR	272	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	514	\$4,366	\$0	\$0	\$4,366	\$0	\$0	\$0	
RD 5	RD 3	RD 4	262	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	495	\$4,203	\$0	\$0	\$4,203	\$0	\$0	\$0	
RD 6	Solomon Harmon Way	RD 7	141	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	267	\$2,263	\$0	\$0	\$2,263	\$0	\$0	\$0	
RD 7	RD 6	Bliss Point West	605	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	1142	\$9,694	\$0	\$0	\$9,694	\$0	\$0	\$0	
RD 8	Crowley PKWY	Dead End Street	143	17	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	270	\$2,290	\$0	\$0	\$2,290	\$0	\$0	\$0	
White Lick CT	Indianapolis RD	Dead End Street	753	26	2	Asphalt	4	2017	Local Street	> 2" Overlay	2019	\$ 8.49	2174	\$18,454	\$0	\$0	\$18,454	\$0	\$0	\$0	
2019 TOTAL																	\$941,457				

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments	
CR 475 E	CR 550 S	Dead End Street	288	20	2	Gravel	2	2017	Local Street	Gravel+Major Regrade	2021	\$ 7.00	641	\$4,487	\$0	\$0	\$0	\$0	\$4,487	\$0	Road closed after approximately 400 feet	
Anson BLVD	CR 450 S	City Limits	2,747	40	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2021	\$ 6.19	12208	\$75,569	\$0	\$0	\$0	\$0	\$73,368	\$0	North of CR 450 S	
Cr 200 S	City Limits	CR 650 E	4,473	20	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2021	\$ 6.19	9941	\$61,538	\$0	\$0	\$0	\$0	\$59,745	\$0		
CR 650 E	City Limits	Harrison Ave	4,951	24	2	Asphalt	5	2017	Major Collector	Thin Overlay or Seal	2021	\$ 6.19	13203	\$81,733	\$0	\$0	\$0	\$0	\$79,352	\$0		
CR 700 E	City Limits	CR 400 S	5,211	16	2	Asphalt	5	2017	Local Street	Thin Overlay or Seal	2021	\$ 6.19	9265	\$57,352	\$0	\$0	\$0	\$0	\$55,682	\$0		
CR 750 S	Indianapolis RD	City Limits	13,598	20	2	Asphalt	5	2017	Minor Collector	Thin Overlay or Seal	2021	\$ 6.19	30217	\$187,053	\$0	\$0	\$0	\$0	\$181,605	\$0		
Whitestown PKWY	Perry Worth RD	Indianapolis RD	2,196	80	4	Asphalt	5	2017	Minor Arterial	Thin Overlay or Seal	2021	\$ 6.19	19523	\$120,852	\$0	\$0	\$0	\$0	\$117,332	\$0		
Whitestown PKWY	Perry Worth RD	City Limits	6,566	80	4	Asphalt	5	2017	Minor Arterial	Thin Overlay or Seal	2021	\$ 6.19	58360	\$361,266	\$0	\$0	\$0	\$0	\$350,744	\$0		
2021 TOTAL																						

Street Name	From	To	Length	Width	No. of Lanes	Surface Type	PASER Rating	Year Rated	Func. Classif.	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2017	2018	2019	2020	2021	2022	Comments		
CR 550 S	Perry Worth RD	Dead End Street	3,871	20	2	Gravel	1	2017	Local Street	Reconstruct	2022	\$ 10.00	8603	\$86,029	\$0	\$0	\$0	\$0	\$0	\$0	\$86,029		
S Cozy LN	Indianapolis RD	Whitestown PKWY	1,751	16	2	Asphalt	1	2017	Local Street	Reconstruct	2022	\$ 22.03	3112	\$68,549	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,549	Sides are falling off into ditch
Trout St	Linville AVE	Dead End Street	248	20	2	Gravel	1	2017	Local Street	Reconstruct	2022	\$ 10.00	550	\$5,505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,505	
CR 400 S	CR 700 E	CR 650 E	2,614	24	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	6972	\$80,823	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,823	
CR 450 E	CR 750 S	City Limits	1,868	16	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	3322	\$38,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,506	Service changes at house 7735
CR 500 E	Albert S White DR	City Limits	1,453	32	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	5165	\$59,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,880	
RD 13	RD 12	RD 15	460	17	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	868	\$10,062	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,062	
Sanders CT	CR 550 S	Dead End Street	232	30	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	772	\$8,948	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,948	
Wolfe RD	CR 750 S	City Limits	3,517	20	2	Asphalt	3	2017	Local Street	> 2" Overlay + Patching	2022	\$ 11.59	7815	\$90,596	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,596	
Albert S White DR	CR 500 E	CR 575 E	1,347	48	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	7184	\$5,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,413	Divided 24 foot lanes; newer construction from exiting connecting the road
Chatsworth DR	Portchester DR	Hardwick DR	422	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	1125	\$848	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$848	West half
CR 550 S	CR 475 E	City Limits	4,039	20	2	Asphalt	9	2017	Major Collector	Crack Seal	2022	\$ 0.75	8975	\$6,763	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,763	
CR 550 s	CR 475 E	Indianapolis RD	1,148	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2552	\$1,923	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,923	
Crabapple DR	Crowley PKWY	Dead End Street	1,114	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2970	\$2,238	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,238	
Entrance DR	Grove Pass	Anderson DR	242	40	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	1076	\$811	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$811	
Hardwick DR	Portchester DR	Chatsworth DR	939	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2505	\$1,888	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,888	
Luria Lane	Watson Way	Anderson DR	1,080	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2401	\$1,809	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,809	
Mottelson DR	Purcell DR	Dead End Street	518	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	1152	\$868	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$868	
Muller DR	Dead End Street	Samuelson CT	342	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	760	\$572	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572	
Pebblebrooke RD	Indigo Blue BLVD	Dead End Street	2,161	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	5763	\$4,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,343	West of house 5784 road not surfaced
Perry Worth RD	CR 550 S	Albert S White DR	10,693	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	23762	\$17,906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,906	
Poplar DR	White Pine RD	Dead End Street	776	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2070	\$1,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,560	
Purcell DR	Mottelson DR	Luria Lane	696	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	1546	\$1,165	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,165	
Samuelson CT	Dead End Street	Mottelson DR	283	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	629	\$474	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$474	
Waterstone Way	Pebblebrooke RD	Trillium Way	997	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2658	\$2,003	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,003	Just west of curve road has not been surfaced
Watson Way	Luria Lane	Purcell DR	180	20	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	400	\$301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$301	
Weeping Willow PL	Poplar DR	Indigo Blue BLVD	760	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2025	\$1,526	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526	
White Pine RD	Indigo Blue BLVD	Poplar DR	878	24	2	Asphalt	9	2017	Local Street	Crack Seal	2022	\$ 0.75	2341	\$1,764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,764	
2022 TOTAL																						\$503,071	

APPENDIX 'C'

PASER RATING SYSTEM FOR ASPHALT ROADS

Rating system

<i>Surface rating</i>	<i>Visible distress*</i>	<i>General condition/ treatment measures</i>
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"– 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

APPENDIX 'C'
PASER RATING SYSTEM FOR GRAVEL ROADS

Rating road surface condition

A simplified rating system has been developed to help manage gravel roads. It uses a scale of 1 to 5—5 is **excellent** condition and 1 is **failed**. In a normal progression the road will start out in excellent condition and gradually deteriorate under the effects of traffic and weather. Routine grading and minor patching may be sufficient to restore the road to excellent condition. As conditions worsen, more extensive maintenance

may be required; complete rebuilding may eventually be necessary.

To select a rating first assess the crown, drainage, and gravel layer. Then review the individual defects and select the type of maintenance or rehabilitation necessary. The rating should reflect the condition and type of maintenance or repairs required. Look at the photographs in this section to become more familiar with the ratings and conditions.

RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

- Rating 5** Newly constructed road. Excellent crown and drainage. No maintenance required.
- Rating 4** Good crown and drainage. Routine maintenance.
- Rating 3** Roadway shows traffic effects. Needs regrading, minor ditch maintenance, and spot gravel application.
- Rating 2** Road needs additional aggregate layer, major drainage improvements.
- Rating 1** Travel is difficult. Complete rebuilding required.

Surface rating	Visible distress*	General condition/treatment measures
5 Excellent	No distress. Dust controlled. Excellent surface condition and ride.	New construction—or total reconstruction. Excellent drainage. Little or no maintenance needed.
4 Good	Dust under dry conditions. Moderate loose aggregate. Slight washboarding.	Recently regraded. Good crown and drainage throughout. Adequate gravel for traffic. Routine grading and dust control may be needed.
3 Fair	Good crown (3"-6"). Adequate ditches on more than 50% of roadway. Gravel layer mostly adequate but additional aggregate may be needed in some locations to correct washboarding or isolated potholes and ruts. Some culvert cleaning needed. Moderate washboarding (1"-2" deep) over 10%-25% of the area. Moderate dust, partial obstruction of vision. None or slight rutting (less than 1" deep). An occasional small pothole (less than 2" deep). Some loose aggregate (2" deep).	Shows traffic effects. Regrading (reworking) necessary to maintain. Needs some ditch improvement and culvert maintenance. Some areas may need additional gravel.
2 Poor	Little or no roadway crown (less than 3"). Adequate ditches on less than 50% of roadway. Portions of the ditches may be filled, overgrown and/or show erosion. Some areas (25%) with little or no aggregate. Culverts partially full of debris. Moderate to severe washboarding (over 3" deep) over 25% of area. Moderate rutting (1"-3"), over 10%-25% of area. Moderate potholes (2"-4") over 10%-25% of area. Severe loose aggregate (over 4").	Travel at slow speeds (less than 25 mph) is required. Needs additional new aggregate. Major ditch construction and culvert maintenance also required.
1 Failed	No roadway crown or road is bowl shaped with extensive ponding. Little if any ditching. Filled or damaged culverts. Severe rutting (over 3" deep), over 25% of the area. Severe potholes (over 4" deep), over 25% of area. Many areas (over 25%) with little or no aggregate.	Travel is difficult and road may be closed at times. Needs complete rebuilding and/or new culverts.

* Individual road sections will not have all of the types of distress listed for any particular rating. They may have only one or two types.

Asphalt PASER Data Collection Field Guide

◆ Denotes PRIORITY DISTRESS

Asphalt 10 – Excellent

- ◆ New construction. Less than 1 year old.
- ◆ Rehabilitation (base improvement)
- ◆ No defects.
- ◆ Only a "10" for 1 year.

Remedy / Action

- ◆ No action required.

Asphalt 7 – Good

- ◆ Longitudinal crack on paving joint open < ¼".
- ◆ Transverse cracks 10'-40' apart.
- ◆ Transverse cracks open < ¼".
- ◆ First signs of wear.
- ◆ Little or no crack erosion.
- ◆ Little or no crack raveling.
- ◆ Few if any patches in good condition.

Remedy / Action

- ◆ Maintain with crack seal.

Asphalt 4 – Fair

- ◆ Longitudinal cracking in the wheel paths.
- ◆ Rutting of ½" or less. ~~to 1"~~
- ◆ Extensive block cracking. (see below)
- ◆ First signs of structural weakening
- ◆ Severe surface raveling.
- ◆ Multiple longitudinal & transverse cracks with slight crack erosion.
- ◆ Patching in fair condition.

Remedy / Action

- ◆ Structural overlay >2".

Asphalt 9 – Excellent

- ◆ Like new condition.
- ◆ Recent non structural overlay.
- ◆ More than 1 year old.
- ◆ No defects.

Remedy / Action

- ◆ No action required.

Asphalt 6 – Good

- ◆ Longitudinal cracks open ¼" – ½".
- ◆ Transverse cracks open ¼" – ½".
- ◆ Transverse cracks less than 10' apart.
- ◆ First sign of block cracking.
- ◆ Blocks are large and stable. (see below)
- ◆ Slight to moderate polishing or flushing.
- ◆ No patches or few in good condition.
- ◆ Slight raveling.

Remedy / Action

- ◆ Maintain with sealcoat or microsurfacing.

Asphalt 3 – Poor

- ◆ < 25% alligator cracking (first signs).
- ◆ Moderate rutting more than ½" - 2" deep.
- ◆ Severe block cracking. (see below)
- ◆ Longitudinal & transverse cracks showing extensive crack erosion.
- ◆ Isolated desiccation cracks. (see below)
- ◆ Occasional potholes.
- ◆ Patches in fair/poor condition.

Remedy / Action

- ◆ Structural overlay >2".
- ◆ Patching and repair prior to a major overlay.
- ◆ Milling would extend overlay performance.

Asphalt 8 – Very Good

- ◆ Occasional transverse crack >40' apart.
- ◆ All cracks tight (hairline).
- ◆ Recent seal coat or slurry seal.
- ◆ Few if any longitudinal cracks on joints.

Remedy / Action

- ◆ Little or no maintenance required.

Asphalt 5 – Fair

- ◆ Longitudinal cracks >½".
- ◆ Transverse cracks >½".
- ◆ Secondary cracks (crack raveling).
- ◆ Moderate block cracking. (see below)
- ◆ Structural condition remains sound.
- ◆ Patching/wedging in good condition
- ◆ Moderate raveling.
- ◆ Extensive to severe flushing & polishing.

Remedy / Action

- ◆ Maintain with sealcoat or thin overlay.

Asphalt 2 – Very Poor

- ◆ > 25% alligator cracking.
- ◆ Severe rutting or distortion >2".
- ◆ Extensive cracking with erosion.
- ◆ Extensive desiccation cracks. (see below)
- ◆ Frequent potholes.
- ◆ Extensive patches in poor condition.

Remedy / Action

- ◆ Reconstruction with base repair.
- ◆ Crush and shape possible.

Asphalt 1 – Failed

- ◆ Loss of surface integrity.
- ◆ Extensive surface distress.

Asphalt PASER Rating Q & A

Asphalt Rutting

Q. How do I detect rutting as shallow as ½"?

A. Rutting can be hard to visually detect, especially from a moving vehicle. Look out the side window at the opposite lane. Get out and check using a straight edge and tape measure. You can also look for visual cues like plow scaring or signs of standing water, but you still may need to measure.

Percentage of Alligator Cracking

Q. PASER manual uses percent of surface. How does that work?

A. Each lane is 50 percent. Each wheel path is 25 percent. If only one wheel path, consider it less than 25 percent.

Rehabilitation: A 10 or a 9?

Q. How do I know if a rehab is a 10 or a 9?

A. Repairs that involve improvement or replacement of the base are structural improvement, rate a 10. Overlay, mill and overlay usually don't improve the base, rate a 9.

Desiccation Cracking: Not in the PASER Manual

Q. The PASER Manual doesn't cover desiccation cracks. How do I rate those.

A. Desiccation cracks are a severe structural distress. Rate as PASER 2 if isolated. Rate as PASER 1 if extensive. See the desiccation crack

Asphalt Block Cracking (Alternative Approach)

PASER 6 First Signs of Block Cracking: Look for the short longitudinal crack (not the centerline paving joint) that joins two transverse cracks, yielding two longitudinal blocks.

PASER 5 Moderate Block Cracking: Look for the short transverse cracks that join the longitudinal crack in PASER 6 to either the pavement edge or the centerline joint.

PASER 4 Extensive Block Cracking: Continued subdivision of the blocks in PASER 5, yielding blocks measuring less than 3 ft. on a side.

PASER 3 Severe Block Cracking: Continued subdivision of the blocks in PASER 4, yielding blocks measuring less than 1 ft. on a side.

General PASER Rating Q & A

Rate Distress, Not Ride

Q. The road surface has many cracks, but it rides just fine. Should I rate it higher?

A. NO. Rate surface distress, not ride quality. Be aware of cracks in the wheelpath, they can be hard to see and don't affect the ride.

Does Road Ownership or Use Influence the Rating?

Q. Does importance of the road influence the rating? For example, should state highways be rated using a different standard than a county road?

A. NO. Roads are rated the same regardless of their use or ownership.

Distress Under a Repair

Q. I know that a surface repair was applied improperly and will degrade rapidly, should I lower the rating even though the surface looks fine now?

A. NO. Rate the current surface condition. Rate what you see, not what distresses you think might appear in the future. The distress will become visible in the next couple years, you will rate accordingly then.

Anticipated Repairs

Q. I know a road is scheduled for reconstruction next month, should I rate it higher because I know the work will be done?

A. NO. Rate the current surface condition as it exists. If construction is in progress (work is active), go ahead and rate the new surface. Construction barrels stored on the side of the road is not construction in progress. Once construction is finished, you can upgrade the rating.

Different Condition In Different Lanes

Q. One lane is in much better condition than the other. What do I do?

A. Rate the lane with the worst condition, that lane defines the condition liability and is what will drive any repair decision.

Paved Shoulders

Q. If I have a paved shoulder that is in bad shape should I consider it in the rating?

A. NO. Disregard the shoulder. Rate only the drivable pavement, edge line to edge line. Note the poor condition in the Memo field.

APPENDIX 'E'

PREVENTATIVE MAINTENANCE TREATMENTS

304-19.0 PREVENTIVE MAINTENANCE

Preventive Maintenance (PM) treatments are part of the overall pavement preservation program. A PM project is intended to arrest light deterioration, retard progressive damage, and reduce the need for routine maintenance. A PM treatment typically does not add structural strength to the pavement. The proper time for PM is before the pavement experiences severe distress, structural problems, moisture, or aging-related damage. These activities can be cyclical in nature and may correct minor deficiencies as a secondary benefit. For PM treatment service life, see Figure [304-14A](#), Pavement Design Life. In considering a PM treatment, the overall program schedule of the pavement section should be considered. To achieve the optimal benefit of the PM treatment, it should not be applied if rehabilitation is planned within the service life of the PM treatment.

A PM treatment is not used where the purpose of the project is to correct pavement cross slope, horizontal alignment, vertical alignment, superelevation problems, placement of a turn lane or auxiliary lane, improvement of public-road approach or drive, or guardrail adjustment or repair. A PM project may include incidental enhancements or combinations at an isolated location in accordance with Chapter 56.

Regardless of the pavement type, proper drainage is essential to the performance of the pavement. Drainage inspection and cleaning consists of the inspection of drainage structures, e.g., underdrain outlets, ditches, catch basins, inlets, and the cleaning of these structures to maintain or restore the flow of water. The locations of underdrains should be identified and the outlets periodically cleaned. The INDOT *Field Operations Handbook* provides for drainage inspection and cleaning details.

The most commonly used PM treatments are described below. See Figure [304-19A](#) for HMA pavement treatments or Figure [304-19B](#) for PCCP treatments. Further descriptions of available Pavement Preservation Treatments can be found in the INDOT *SPR-3114 Treatment Guidelines for Pavement Preservation*.

A least cost of ownership analysis as described in Section 304-4.0, should be done for each PM project to determine the most economical treatment.

304-19.01 HMA Pavement PM Treatments

A certain amount of partial-depth or full-depth patching may be required in conjunction with HMA PM Treatments. Partial-depth or full-depth patching will consist of complete removal of a deteriorated section of the HMA pavement and patching it with HMA.

1. Crack Sealing and Filling. Crack sealing and filling is the cleaning and sealing or filling of open cracks or joints in asphalt pavement and shoulders to prevent the entry of moisture and debris. The selection of sealing or filling is based on crack movement and crack deterioration. Moving or working cracks, e.g. transverse crack or reflective crack, is defined as an annual crack opening that moves greater than 0.1 in. vertically or horizontally due to thermal expansion and contraction or stress concentration at pavement overlaying joints. Those types of cracks should be considered for crack sealing. Cracks with an annual crack opening with movement of < 0.1 in. or no annual movement, e.g. longitudinal or longitudinal reflective, should be considered for crack filling. Cracks must be clean and dry and may be routed prior to sealing or filling. The major objective of routing is to provide a uniform and smooth edged rectangular reservoir to let the sealant material adhere better with the asphalt pavement and for allowing the sealant level to remain below the pavement surface, which protects the sealant from traffic and snowplow damage. Therefore, routing is strongly recommended for any crack sealing activity as well as crack filling longitudinal joints. This technique may be used for sealing cracks on a newer composite pavement where reflective cracks have developed. This PM treatment may be periodic once more cracks develop as the pavement ages.

Guidelines for selecting a pavement section for crack sealing and filling are as follows:

- a. AADT. Crack sealing and filling may be performed on any roadway regardless of traffic volume, provided adequate traffic control is provided.
- b. Pavement Distresses. Crack sealing and filling may be used to correct low to medium severity surface cracks.
- c. Rutting. Crack sealing and filling does not correct rutting.
- d. Roughness. Crack sealing and filling does not affect roughness. Roughness is typically not a consideration for crack sealing.
- e. Friction. Friction is typically not a consideration for crack sealing and filling. However, overband crack sealing may lower the friction number (FN).

- f. Surface Aging. Crack sealing and filling does not correct surface aging deficiencies.
2. Fog Sealing. A fog seal is a method of adding asphalt to an existing pavement surface to improve sealing or waterproofing, prevent further stone loss by holding aggregate in place, retarding the age hardening of the asphalt, and improve the surface appearance. However, inappropriate use can result in a slick pavement and tracking of excess material. The pavement section should show no structural deficiencies prior to fog sealing. Fog sealing is generally recommended for shoulders or chip sealed surfaces.

Guidelines for selecting a pavement section for fog sealing are as follows:

- a. AADT. Typically less than 5,000. However, fog sealing may be considered on a higher volume road if traffic can be controlled.
 - b. Pavement Distresses. Low severity environmental-related surface cracks.
 - c. Rutting. Fog sealing does not correct rutting.
 - d. Roughness. Fog sealing does not improve roughness.
 - e. Friction. Fog seal should not be applied to a road with a low FN. Fog seal will reduce FN for a period until the material fully cures.
 - f. Surface Aging. A fog seal may be used to restore an aged, oxidized, or raveled surface.
 - g. Longitudinal joint. Fog seal is required on surface layer over longitudinal joint 24-in. in width per Recurring Special Provision 401-R-581.
3. Seal Coat. Seal coat is the treatment of the pavement surface with liquid asphalt material and coarse aggregate to prevent deterioration of the surface. Seal coat is often called chip sealing. It provides waterproofing, low-severity crack sealing, and improved friction. The pavement section should show no structural deficiencies prior to chip sealing. Isolated areas with structural deficiencies shall be repaired prior to chip sealing. A previously seal-coated surface may be sealed again.

Guidelines for selecting a pavement section for seal coat are as follows:

- a. AADT. Typically used if less than 5,000. A seal coat may be considered on a higher-volume road if traffic can be controlled, i.e. total road closure, extended lane closures. A seal coat may be specified for the shoulders of any road regardless of AADT.
- b. Pavement Distresses. A seal coat will mitigate low to medium severity surface cracking.
- c. Rutting. Seal coat does not correct rutting and should not be used where existing ruts are greater than 0.25 in. Seal coating a road with more than 0.25-in. ruts may lead to wheel path flushing.
- d. Roughness. A seal coat will not improve the International Roughness Index (IRI).
- e. Friction. A pavement with a low FN may be considered for a chip seal surface treatment. A seal coat will restore surface friction.
- f. Surface Aging. A seal coat may be used to stop future deterioration of an asphalt pavement due to age hardening, oxidation, or minor raveling.

For mainline pavement with AADT over 1,000, asphalt for seal coat type P should be specified.

The type of seal coat should be specified as follows:

- a. Type 2, 3, 2P or 3P. These are single-course seal coats appropriate for paved mainline or shoulders. The P designation indicates that polymer modified asphalt is specified.
 - b. Type 5, 6, 7, 5P, 6P or 7P. These are double-course seal coats appropriate for unpaved mainline or unpaved shoulders. The P designation indicates that polymer modified asphalt is specified.
4. Microsurfacing. Microsurfacing is a thin, polymer-modified asphalt emulsion mixture. Microsurfacing may be used to provide a new wearing course to arrest the oxidation of asphalt pavement, improve friction, or fill ruts. An existing pavement should not have excessive cracking or surface irregularities such as shoving. Cores should be taken to

determine the thickness and investigate if a stripping condition exists. Core data and life-cycle cost data should be reviewed with the Pavement Division for specific recommendations.

All pavement markings and raised pavement markers must be removed prior to placement of a microsurface. This should be included in the appropriate pavement-marking-removal pay items.

If a pavement cross section has irregularities that will require a leveling course, or ruts greater than 0.25 in. that will require a rut fill course, a multiple course microsurface should be specified. The designer should typically specify a multiple course microsurface. A single course microsurface may be specified in unique situations, such as a nearly new road in excellent condition where the only purpose of the microsurface is to restore friction.

Guidelines for selecting a pavement section for microsurfacing are as follows:

- a. AADT. Microsurface may be used without regard to traffic volume.
 - b. Pavement Distresses. A microsurface may be used on a road with low severity surface cracks. Cracks will typically reflect through the microsurface in a short time period. Cracks should be sealed prior to the application of microsurface. Cracks wider than ¼ in. may need to be routed prior to sealing.
 - c. Rutting. Microsurface may be used to correct rutting.
 - d. Roughness. The IRI should be 130 or less. The pavement should not have severe distresses indicative of a pavement nearing the end of its life. Microsurfacing will not significantly improve surface roughness.
 - e. Friction. A pavement with a low FN should be considered for microsurface treatment. A microsurface will restore surface friction.
 - f. Surface Aging. A microsurface may be used to stop future deterioration of an asphalt pavement due to age hardening, oxidation, or minor raveling.
5. Ultrathin Bonded Wearing Course. Ultrathin bonded wearing course (UBWC) is a gap-graded, ultrathin hot-mix asphalt mixture applied over a thick polymer-modified asphalt emulsion membrane. The emulsion membrane seals the existing surface and produces

high binder content at the interface of the existing roadway surface. The gap-graded mix is placed with the emulsion membrane in one pass. Core data and life cycle cost data should be reviewed with the Director of Pavements for specific recommendations.

All thermoplastic pavement markings and raised pavement markers are to be removed prior to placement of a UBWC. The removal quantities should be included in the appropriate pavement-marking-removal pay-items quantities.

The pay item for UBWC should specify the gradation size as 4.75 mm, 9.5 mm, or 12.5 mm. In most applications, the 9.5mm gradation should be specified.

Guidelines for selecting a pavement section for UBWC are as follows:

- a. AADT. UBWC may be used without regard to traffic volume.
 - b. Pavement Distresses. A UBWC may be used on a road with low to moderate severity surface cracks. Cracks should be sealed prior to the application of a UBWC. Cracks wider than $\frac{1}{4}$ in. may require routing prior to sealing.
 - c. Rutting. UBWC does not significantly correct rutting and should not be specified where existing ruts are greater than 0.25 in.
 - d. Roughness. The IRI should be 140 or less. The pavement should not have severe distresses indicative of a pavement nearing the end of its life. UBWC will moderately improve surface roughness.
 - e. Friction. A pavement with a low FN may be considered for a surface treatment. A UBWC will restore surface friction.
 - f. Surface Aging. A UBWC may be used to stop future deterioration of an asphalt pavement due to age hardening, oxidation, or moderate raveling.
6. HMA Inlay or Overlay. A thin HMA inlay (4.75 mm), or milling and filling (up to 2 in.), consists of milling the existing surface and replacing it with a new asphalt surface to the original surface elevation. A thin HMA overlay (4.75 mm) consists of profile milling or scarifying the existing surface and overlaying it with a new asphalt surface. For PM, the surface condition may have minor defects but should not have significant potholes,

depressed cracks, or major distresses. Criteria to be used in considering a thin HMA inlay or overlay are as follows:

- a. AADT. An HMA inlay or overlay may be used without regard to traffic volume.
 - b. Pavement Distresses. An HMA inlay or overlay will correct low to moderate severity surface cracks that may be associated with surface corrugations or washboarding.
 - c. Rutting. An HMA inlay or overlay will correct rutting.
 - d. Roughness. The IRI must be 150 or less. An HMA inlay or overlay will significantly improve the surface roughness. The designer should evaluate the condition of the existing pavement and adjust the design life accordingly.
 - e. Friction. A pavement with a low FN may be considered for an HMA inlay or overlay surface treatment. An HMA inlay or overlay will restore surface friction.
 - f. Surface Aging. An HMA inlay or overlay may be used to replace an aged, oxidized, or raveled surface.
7. Hot In-Place Recycling (HIR) is the process of heating and softening the existing asphalt pavement for processing. HIR is limited in depth to less than 2 in. (50 mm). After heating, the asphalt material is picked up and remixed with admixtures, spread back onto the surface of the roadway, and then compacted, all in one operation. Pavements with structural distresses are not good candidates for HIR. The expected service lives of the various HIR rehabilitation techniques, when undertaking a life-cycle economic analysis, generally fall within the following ranges:

HIR with surface treatment	4 - 6 years
HIR with HMA overlay	7 - 10 years

Criteria to be used in considering a thin HMA inlay or overlay are as follows:

- a. AADT. HIR may be used without regard to traffic volume.
- b. Pavement Distresses. HIR will address oxidation (aging) and most surface related distresses, i.e., cracking confined to the surface of the pavement.

- c. Rutting. HIR will correct surface rutting.
 - d. Roughness. The IRI must be 150 or less. HIR will significantly improve the surface roughness. The designer should evaluate the condition of the existing pavement and adjust the design life accordingly.
 - e. Friction. A pavement with a low FN may be considered for a HIR surface treatment. HIR will restore surface friction.
 - f. Surface Aging. HIR may be used to replace an aged, oxidized, or raveled surface.
8. Cold recycling (CR) reuses the existing asphalt pavement by milling to a depth of 3 to 4 in. (75-100 mm), mixing the millings with a recycling agent (asphalt emulsion), and paving and compacting the cold-recycled mix. CR has been successfully used on pavements with a higher degree of cracking that would normally required removal of the cracked surface and a thick overlay. Instead, the top portion of the existing pavement is recycled, cracks are discontinued and a thin overlay is usually applied over the cold recycled asphalt pavement. Cold recycling which includes both Cold In-Place Recycling (CIR) and Cold Central Plant Recycling (CCPR) is applicable for urban or rural roadways with high or low volumes of traffic. The CIR process calls for milling the existing pavement, mixing various recycling agents into the mixture, and then spreading the material across the pavement width for compacting. The CCPR process is the same except the material is transported to a central plant location for mixing and then is transported back to the site for placement and compaction.

For CR projects, an existing roadway assessment, structural capacity assessment, materials properties assessment, geometric assessment of the existing and proposed sections, constructability assessment, and an economic assessment must be conducted.

The expected service lives of various CR rehabilitation techniques, when undertaking a life-cycle economic analysis, generally fall within the following ranges:

CIR with surface treatment	6 - 10 years
CIR with HMA overlay	7 - 20 years
CCPR with surface treatment	6 - 10 years
CCPR with HMA overlay	12 - 20 years

Criteria to be used in considering a thin HMA inlay or overlay are as follows:

- a. AADT. CR may be used without regard to traffic volume; however, maintenance of traffic (MOT) will have to be considered. A traffic assessment should be performed.
- b. Pavement Distresses. CR can rehabilitate cracked pavements which are structurally sound and have well-drained bases. The CR process destroys existing crack patterns and produces a crack free layer for the new surface course such as an HMA or an asphalt surface treatment. For CR to be effective in mitigating cracking, as much of the existing asphalt pavement layer should be treated as possible. Typically, at least 70 percent of the existing asphalt pavement thickness needs to be treated in order to mitigate the reflection cracking. Treatment depth is also affected by the maximum depth that can be treated at one time.
- c. Rutting. CR will correct surface rutting.
- d. Roughness. The IRI must be 150 or less. CR will significantly improve the surface roughness. The designer should evaluate the condition of the existing pavement and adjust the design life accordingly.
- e. Friction. A pavement with a low FN may be considered for CR and surface treatment. CR with an overlay will restore surface friction.
- f. Surface Aging. CR with an overlay may be used to replace an aged, oxidized, or raveled surface.